

THE
SASKATOON
PLAN

1930

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WILSON, BUNNELL & BORGSTROM,
LIMITED.

S A S K A T O O N S A S K A T C H E W A N

TOWN PLANNING COMMISSION

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Andrew Leslie ----- Commissioner

George D. Archibald ----- City Engineer

WILSON, BUNNELL & BORGSTROM, LIMITED
Consulting Engineers and Urbanists
Landscape Architects
TORONTO

March 17th, 1930.

To the Chairman and Members,
Town Planning Commission,
Saskatoon, Sask.

Dear Sirs:

Pursuant to your resolution of January 14th,
1930, herewith our suggestions as to:

- (1) A Zoning Bylaw
- and (2) A general Town Planning Scheme.

We desire to take this opportunity of commending the Commission for the thorough manner in which it developed the studies of existing conditions, else it would have been out of the question for us to have carried out our work in so short a time.

Further we are deeply appreciative of the courtesy extended to us by the city officials, civic and other organizations, and citizens generally with whom we have come in contact.

Yours faithfully,

WILSON, BUNNELL & BORGSTROM, LIMITED.

AEKB:W

Per. (sgd) A. E. K. Bunnell.

P L A N S

STUDY PLANS PREPARED BY COMMISSION

1. Street widths.
2. Street jogs and deadends.
3. Pavements - sewer and water mains.
4. Dwellings erected 1927 - 28 - 29.
5. Existing uses.
6. Existing lot widths.
7. Undeveloped land
 - (a) City owned.
 - (b) Privately owned.
8. Assessed land values.
9. Distribution of population.
10. Public recreation.
11. Railways.

PLANS TO ACCOMPANY REPORT

1. Saskatoon sheet showing relation of Saskatoon to adjoining territory.
2. Plan of R. M. of Cory showing:
 - (a) City of Saskatoon, Urban Zone.
 - (b) Built-up area.
 - (c) Golf Clubs and Rifle Ranges.
 - (d) Subdivisions in and adjacent to Saskatoon.
 - (e) Highway entrances, present and proposed.
3. Major Thoroughfare Plan.

4. 19th Street - Broadway Connection.

Plan and Profile.

5. (a) 29th - 26th Street Connection.

(b) 29th - Queen Street Connection.

Plans and Profiles.

6. District Map "A"

Referred to in Zoning Bylaw.

7. Miscellaneous Photographs, illustrating chiefly need for zoning.

8. Specimen Subdivision Plans by Wilson, Bunnell & Borgstrom, illustrating adaption of layout to diagonal streets and topographical conditions.

9. Plan illustrating Sherbourne Street Extension - Toronto, by Wilson, Bunnell & Borgstrom.

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1. Zoning Bylaw.
2. Preliminary observations - Feb. 4th, 1930.
3. Report on Street arrangement for different widths of streets, Feb. 4th, 1930.
4. Report of Subdivision of Lands Committee of Town Planning Board, Feb. 11th, 1929.
5. Preliminary Report of Recreational Committee of Town Planning Board, March 2nd, 1928.

February 4th, 1930.

The Chairman and Members of the
Town Planning Commission,
Saskatoon.

Dear Sirs:

The City Commissioner has requested that we express to you our views as to the relative suitability of single and double roadways for different types of streets and more particularly for 4th and 5th Avenues south of 25th Street.

This we do herewith:-

Streets being of various widths and having a variety of uses it is obvious that no general rule can be developed which will be applicable to all. However, excluding the special requirements of large metropolitan centres, and viewing the matter in a general way from a traffic and economic standpoint the single roadway is to be preferred. On the other hand where width will permit double roadways in combination with a central boulevard add variety and attractiveness to the street arrangement.

A single roadway should under all circumstances be capable of handling at least three lines of traffic, i. e. have a minimum width of 28 feet. For a double roadway, each side from traffic considerations alone should be capable of handling, on a local residential street at least two lines of traffic, and in a business street or main thoroughfare at least three lines, i. e. have a minimum width of 20 and 28 feet respectively. Moreover from an aesthetic standpoint it should not be attempted unless a central boulevard of at least 20 feet can be provided--together with on residential streets a side boulevard of at least 7 feet between the outside curb and sidewalk for tree planting.

Based on these considerations and having regard to the various street widths in Saskatoon viz. 66 feet, 80 feet, 99 feet and 120 feet, we would say in respect to:-

1. 66 and 80 ft. Streets - That under no circumstances should anything other than a single roadway be permitted, minimum allowable widths to be,

(a) For purely local streets occupied by one family residences 28 - 30 feet.

(b) For residential streets occupied by apartments and minor thoroughfares 36 - 40 feet.

(c) For business streets and main thoroughfares with or without car lines, on 66 ft. streets, 48 ft; on 80 ft. streets, 56 ft.

2. 99 and 120 ft. Streets - on streets having a width of 99 - 120 feet single and double roadways each have a place.

(a) For purely local streets occupied by one family residences either type may be used. For a single roadway the minimum width should be 30 feet with a double row of tree planting on the boulevard.

For a double roadway, the minimum width of each side should be 20 feet, together with a central boulevard of 35 feet, making a total width of 75 feet across the outside curbs. In this case a single row of trees would be planted on the side boulevards.

(b) For residential streets occupied by apartments and minor thoroughfares either type may be used.

For a single roadway the minimum width should be 40 feet with a double row of tree planting along the boulevard.

For a double roadway the minimum width of each side should be 27 feet with a central boulevard - on 100 ft. streets of 21 feet, and on 120 ft. streets of 41 feet.

(c) For business streets or main thoroughfares

Single roadway without carline ---- 56 feet.

Single roadway with carline ----- 75 feet.

or in the case of a 120 ft. street

double roadway - having a minimum width of 30 ft. on each side, together with a central boulevard of 25 ft.

Sidewalks

Sidewalks generally speaking are best laid on residential streets with their inside edge 1 ft. on the street and to a width of 5 feet.

With reference to the paving now proposed for 4th and 5th Avenues, South of 25th Street and giving consideration to,

(a) The present street arrangement.

(b) Our general views just expressed.

(c) The continued spread of business and apartments in the central area.

We are of the opinion that:

5th Avenue should be paved with a single roadway 40 ft. in width and the side boulevards extended thereto.

4th Avenue, which has a present roadway width of 55 ft. out-to-out of curbs with a 6 ft. concrete sidewalk on either side adjacent thereto, should be paved with a $17\frac{1}{2}$ ft. strip adjacent to each curb leaving a 20 ft. central strip ~~adjacent to each curb leaving a 20 ft. central strip~~ to be treated with light macadam against the day when street car tracks will be required thereon.

Respectfully yours,

WILSON, BUNNELL & BORGSTROM, LIMITED.

Per. (sgd) A. E. K. Bunnell.

AEKB:ES

INTRODUCTION

Saskatoon is a mere youngster among cities. In the short period since 1883 when settlement was first established by the Temperance Colonization Society, she has suffered many trials and tribulations, but having come through with a strong heart, and her strategic position recognized by Canada's great transportation systems, manufacturers, wholesalers and merchants, she stands today on the threshold of her career.

In sound financial position, with a present population of 45,000, and situated on a noble river, she serves the business needs of an extensive and fertile agricultural territory and is fast developing as a great milling centre and market for livestock.

Who can gainsay the untold riches that will flow down from the North or the importance of the Hudson's Bay. Here the iron from the Hudson's Bay will meet the coal from Alberta to be made into steel and shipped beyond. Kipling could never have been in Saskatoon, else he would not have written "East is East, and West is West, and never the twain shall meet".

She has two great hospitals to which people come from miles around for healing, and further, as the seat of the University of Saskatchewan, conceived by a wise government and fostered by a far-seeing President and staff, she has become the centre of culture for the Province.

Having thus established herself, it is but natural that consideration should now be given to those things

which, as the years go on, will make of her not merely a city of low taxes, but one to which because of a convenient and attractive environment, people will be glad to come, and where they will be happy to dwell.

Saskatoon has been practising town planning for good or for bad since 1883 when the first subdivision was laid out. It had its big boom from 1906 to 1912 when thousands of acres of prairie were subdivided and sold under high pressure methods to a gullible public. Unfortunately, there being at that time no form of municipal control, the owners of each quarter section divided it for the most frontage feet available. The responsibility, of course, must not be laid at the door of the individual subdivider for without some form of municipal control he could not have been expected to do other than he did. Consequently today Saskatoon is a city in which the layout of the streets, the size of lots, the location of subways, bridges, public buildings, commercial, residential, recreational areas, and so forth have been treated as distinct and separate problems entirely without regard to the requirements of the city as a whole.

That the Real Estate interests recognize the error of their former ways and the handicaps under which cities have laboured from lack of control in street layout and in zoning, is abundantly shown by the fact that the National Association of Real Estate Boards, representing the realtors of Canada and the United States, is without reserve, the strongest supporter of the town planning movement on the continent.

That Saskatoon has a town planning commission is an evidence that her people recognize that growth will continue and that by an exercise of foresight it can be made a growth of quality. It is our earnest hope that the observations and suggestions contained herein will help you in attaining that end.

In the initial surveys, preparatory to the opening up of the farm lands surrounding Saskatoon, many trails leading across country by the shortest and most favourable routes were recognized by the government and continued as road allowances. It is to be regretted that rural municipal councils have since closed many of them and handed title over to the farmers through whose property they ran. Unless these former trails are restored, many additional tens of thousands of dollars will be spent in constructing extra mileage and in railroad-highway grade separation on the various provincial highways entering Saskatoon, to say nothing of the lives that will be lost if the present conditions as to grade crossings continue.

That Saskatoon is growing is evidenced by the fact that from 1920 to 1930 her population has increased from 25,000 to 45,000, and it is not too much to expect that in the next 25 years she will have reached a population of 100,000. To care for this growing population, about \$10,000,000 per year on the average will probably be spent (the average per year for the last five years has been about \$7,000,000) upon new homes, new streets, new transportation lines, new power facilities, new factories, new schools, new pavements, new sewers, and other kinds of construction in and around Saskatoon, and yet if there is no comprehensive plan to guide development in a well thought out program to co-ordinate private and public activities with reference to all the requirements of the community, Saskatoon won't become the city it might otherwise be and it will have to spend more money in the end.

SCOPE OF THE REPORT

In compliance with your instructions the scope of the report is specific in regard to Zoning only. Throughout the other sections except for the proposed "19th Street Broadway Connection" which has been detailed as to location, the recommendations are merely in the form of suggestions as to principles, to serve as a guide to the growth and development of the city as it expands.

That such a large proportion of the un-built-upon lands is owned by the city, is, from a town planning standpoint, most fortunate.

The improvements proposed are in some cases "corrective" and in others "preventative". While we do not for a moment suggest that all or even many of them be undertaken at once we do desire to emphasize the need of the commission proceeding with surveys and detailed studies, to be followed by such official action on the part of the city government as will enable at least a "status quo" to be maintained. This having been done, and only then, can the major portion of the improvements safely be left to be carried out as necessity demands, and the resources of the city permit.

In the light of the above the several major problems to which, we believe, attention should now be given, are:

(1) Development of a street system to meet the requirements of:

(a) Local traffic.

- (b) Through traffic.
- (c) Boulevards and parkways.
- (2) A Zoning Bylaw.
- (3) The establishment of an area for heavy industry.
- (4) The creation of a "Civic Centre".
- (5). Additional legislation to facilitate:
 - (a) replotting of undeveloped lands.
 - (b) Widening and extension of streets.
 - (c) Architectural control of all buildings to face the "Civic Centre".

STREET SYSTEM

A street system to meet the requirements of:

- (a) Local traffic
- (b) Through traffic
- (c) Boulevards and parkways

should be so arranged as to location and width

(a) that residential districts may be protected from the annoyance and danger of through traffic, and in a manner best suited to the topography of the ground;

(b) that the parks and natural beauty spots may be co-ordinated with each other;

(c) that convenient access may be afforded between all sections of the city, and in such a manner as to pass along the fringe of, but not directly through, the congested districts.

This having been accomplished, not only will distances be shortened and travel over the streets made safer and more enjoyable, but because of the lesser distances, more attention to topography and to pavement types and widths, tens of thousands of dollars will be saved over what would otherwise be spent in the provision of sewers, watermains, electric light lines, telephone lines, transportation lines, grade separations, etc.

Where such a street system is developed in conjunction with a comprehensive Zoning Bylaw, the savings will be still greater.

Proceeding to a consideration of the street requirements for Saskatoon, we find the following:

1. Favourable factors:

(a) That all streets in the Central Commercial District have a width of 99 feet.

(b) That many streets on the Nutana side have a width of 99 feet.

(c) That many streets on the West side have a width of 80 feet and a few of 99 feet.

(d) That no streets in the city have a width of less than 66 feet.

(e) That the river flows diagonally across the city and for the greater portion of its length is flanked on both sides with boulevards and parks.

(f) That due to the difference in elevation between the west and east sides of the river, the railroads cross it at high elevations permitting of easy railroad-highway grade separation for the boulevards and parkways developed or to be developed along each bank.

(g) That large blocks of undeveloped land beyond the present built-up area are owned by the City, facilitating replotting.

(h) That many vacant lots inside the built-up area are owned by the city, facilitating future street widening and extensions.

(i) That under the Town Planning Act the city can define a line between which, and the present street, no future buildings may be erected.

(j) That because of the above and by reason of vacant lands privately owned, and land occupied by buildings back from

the street line, or by buildings which will be removed or replaced, the right of way for new streets, street widenings and extensions, and railroad-highway grade separations which will be costly if not impossible, within a few years, can in many cases be arranged for now at comparatively small cost.

2. Unfavourable factors:

(a) That the street system, except along the river, is wholly rectangular, having been based upon the Government System of road allowances, in fact except along the river and for two streets in the Caswell Hill section there is not a diagonal street in either the City of Saskatoon or in its immediate environs.

(b) That broadly speaking the railroad lines and the streets have been laid out regardless of each other and consequently there exists a multitude of grade crossings, constituting an ever-increasing hazard to life and limb.

(c) That without exception such bridges and subways as have been built to carry the streets over the river or under the railways, have been located from the standpoint of expediency rather than from that of convenience and utility.

Other factors requiring consideration in the development of a proper street system are the location both present and prospective, of:

(a) The Provincial Highways.

(b) The Exhibition Grounds.

(c) The Industrial, Commercial, Residential and Recreational areas.

Based on the above it is our recommendation that consideration be given to the various street improvements outlined on the "Major Thoroughfare Plan", submitted herewith, the most important of which are as follows:

1. 19th Street - Broadway Connection. Due to the inadequacy of the present 19th Street subway and the narrow low level bridge, the construction of a new and direct street connection between Nutana and the West Side across the south end of the business district is an immediate need and is, in fact, the most urgent thoroughfare problem confronting the City. It is essential that, in a solution of the problem, it be viewed from the standpoint of the traffic requirements and the development of the areas to be tapped, to the exclusion of immediate expediency.

At the present time the provincial highway from the east and south enters Saskatoon via 8th Street, and whether or not it continues to do so in the future, Broadway, until growth demands an additional bridge farther up the river, will continue to be the most convenient street for it to cross.

Furthermore Broadway is in about the centre of the present built-up area on the Nutana side and is the most westerly street from which a bridge can be constructed and still tap Saskatchewan Crescent. To use any street farther west such as Eastlake, Victoria or Melrose would put the Nutana bridge end, in the first instance, at 12th Street, in the other two instances at 11th Street and would pass over Saskatchewan Crescent, necessitating a circuitous route to reach same.

With respect to the situation across the Canadian National Railway it is out of the question to satisfactorily reconstruct the subway at its present location south of 19th Street, it being blocked on the East side by the site proposed for the Technical School and on the west side by the requirements of the Power Commission.

20th Street in our judgment is too costly an undertaking either for a subway or an overhead bridge, when both construction and land damage costs are conjunctively taken into consideration. If an overhead bridge, a connection with Ave. A. and 1st Ave. is impossible. If a subway, connections are only possible by means of ugly and dangerous ramps.

However, in our judgment there exists an opportunity of building a new subway directly on the line of 19th street. Assuming that the Canadian National Railway is either voluntarily or through an order of the Board of Railway Commissioners, persuaded to remove its stub end yard tracks on the west side of the main line and to shorten the leads serving its 1st Ave. frontage, it is possible to construct the subway so that:

1. the actual bridging to support the railway tracks will not exceed one hundred and fifty (150) feet, reducing construction costs to a minimum.

2. the lowering of the intersection at Ave. A. and 19th Street will not exceed four (4) feet.

3. the lowering of the intersection at 1st Ave. and 19th Street will not exceed eight (8) feet.

Furthermore, because there are no permanent buildings at

either of these intersections, land damages will be small.

Broadway at Saskatchewan Crescent being, as before stated, the natural landing point for a bridge over the river, and 19th street the most suitable place for crossing under the Canadian National it is self obvious that the next logical thing to do is to produce 19th Street to a connection with a straight production of 4th Ave. and make that point the take off for the bridge.

The difference in elevation between each side of the river permits the construction of a bridge at grade not exceeding 4% which in our judgment, from a traffic standpoint, is entirely satisfactory.

Broadway, between Saskatchewan Crescent and 12th Street, having a width of but 66 feet should be widened to 99 feet by the acquisition of 33 feet on the east side thereof.

Again urging the importance of this improvement, we would recommend that the City Council be requested to proceed immediately with:

1. negotiations with the Canadian National Railway;
2. the purchase of the land required for the production of 19th Street and 4th Ave.
3. the acquisition of a 33 ft. strip on the east side of Broadway from Saskatchewan Crescent to 12th Street.

This improvement has been developed to a scale of 1 inch equals 100 feet on plan entitled "Proposed 19th Street-Broadway Connection", submitted herewith.

2. 20th Street Overhead Bridge. With the construction of the new direct subway at 19th Street and the operation of transportation service through same, we are of the opinion that the present overhead pedestrian bridge at 20th Street can be abandoned.

3. 26th Street - 29th Street Connection. Should Saskatoon develop into a city of 250,000 a street connection across the Canadian Pacific and Canadian National Railways from 29th Street on the west side to either Queen Street or 26th Street in the central section, would be very desirable. Studies of both these connections have been made as shown on plans submitted herewith. Because of recent developments on Queen Street which include a Brewery and a Canadian Pacific spur track, we lean to the opinion that a connection to 26th Street offers the best solution, but would suggest that the matter be given more detailed study and that no future building development be permitted as to interfere with the ultimate carrying out of same.

4. 3rd Avenue - 33rd Street Intersection. Due to the cemetery, the probable development of industry north of 33rd street and the general growth of the city, detailed studies should be made for a subway under the railway tracks at this point and no further building or railroad construction be permitted in such a way as to interfere with same.

5. River Bridges. With continued growth there will some day come a need for further bridges both up and down the river:

(a) Up the River. There has been a certain amount

of agitation that the time is now ripe for a bridge to connect 8th street on the Nutana side with 11th street on the West side. However, in our judgment it will be some years before a bridge will be warranted. When it is it should in our opinion be constructed farther up the river.

A bridge at 8th and 11th, while satisfactory from the standpoint of the through traffic, would be ill suited to local needs, because it would have to be constructed as a high level bridge from 8th and Lorne to 11th and Ave. H. Connection with the boulevard on the west bank of the river with that on the east bank via this bridge would be impossible as would a connection from the west side to the Exhibition grounds.

On the other hand if a bridge were to be placed at the west end of Taylor street to connect with Victoria ST Ave. it would

(a) be just as suitable for Provincial Highway traffic;
 (b) provide a connection between the boulevards on each bank.

(c) ~~be~~ a connection from both the West Side and ^{Nutana} ~~Victoria~~ to the Exhibition, free of grade crossings and further the cost of construction would be very materially less than at 11th and 8th Streets.

(b) Down the River. Under an agreement between the city and the Railroad, the City has the right to build a vehicular deck across the Canadian Pacific Bridge at the end of 33rd Street. In our judgment this bridge would be altogether too expensive for the benefits to be obtained, and consideration should be given to a crossing farther down the river but owing to the lack of necess-

ary surveys we are unable to make a definite suggestion in regard to same.

6. General Street Improvements. Consideration should be given where necessary to the widening and extension to a width of at least 80 feet and preferably to 99 feet of the following streets:

(a) East Side - Lorne Ave., Broadway Ave., Clarence Ave., Cumberland Ave., Jackson Ave., Preston Ave., College St., 8th St., Taylor St., Lena St., Glasgow St.,

(b) West Side - Ave. A., Ave. I., Ave. P., Ave. W., 33rd St., 29th St., 23rd St., 22nd St., 20th St., 19th St., 11th St., Victoria St., Fletcher St.

Due to the fact that the main line of the Canadian Pacific and the loop line of the Canadian National cut diagonally across the present street system and from the opportunity afforded by the city's ownership of undeveloped land, it is recommended that the Commission proceed with such surveys as will develop a system of streets parallel to the railroad lines at a distance of about 1000 feet therefrom and such other streets as are necessary to more adequately link the undeveloped areas with the other sections of the city considered from the standpoint of convenience, safety and attractiveness.

All of the above are illustrated on "Major Thoroughfare Plan".

7. River Boulevards. No city can continue to grow without an adequate water supply. From this standpoint as well as attractiveness, the river is the city's most priceless asset.

No efforts should be spared to develop its potentialities by the development of a park and boulevard system along its banks which, if carried out, will give to Saskatoon a note of distinction beyond the reach of the other cities in the prairie provinces.

In considering the development of a boulevard and parkway system along the river it is recommended that immediate consideration be given to the opportunity which exists for developing a fitting street and boulevard approach to the Exhibition grounds via Idylwyld and Herman Ave.

8. Railroad-Highway Grade Separations. In addition to the railroad crossings already mentioned surveys should be proceeded with, and detailed plans prepared looking to the provision, as required, of grade separated crossings, probably by means of subways, at Ave. A., Ave. I., Ave. P., Ave. W., 23rd Street, 20th Street, and 11th Street, 22nd Street to remain open as a grade crossing.

Nothing should be allowed to interfere with the ultimate requirement of a subway at the intersection of Clarence Ave. and the main line of the Canadian National.

Because of the ultimate requirement of grade separation at the aforesaid points the railroads should not be allowed to construct additional tracks across these streets except subject to an agreement satisfactory to the City or the Rural Municipality of Cory or the Department of Highways.

9. Provincial Highways. We cannot too strongly urge that a detailed examination be made immediately looking to a revision

in the location of the provincial highways entering Saskatoon, in order that these highways will better fit in with the local needs of the city and that grade crossings be eliminated wherever possible.

As a basis for examination, and referring to the plan of the Rural Municipality of Cory, submitted herewith, our observations are as follows:

(1) Prince Albert Road. That the location of the Prince Albert Highway via Ave. A. is satisfactory.

(2) Sutherland Road. That the connection with Sutherland and the Forestry Farm could be improved by negotiation with the University, and by ^{replotting} vacant lands. x

(3) Winnipeg-Regina Road. That the present location of the Winnipeg-Regina highway is unsatisfactory. It starts out of Saskatoon on 8th Street and between the main lines of the Canadian Pacific and Canadian National Railways. In a distance of $8\frac{1}{2}$ miles it makes one 90 degree right hand turn and crosses the Canadian Pacific Railway twice at grade. There is no need for this. In our judgment representation should be made by the City to the Department of Highways looking to a re-location of the highway across the farms from Saskatoon to Duro. By so doing, grade crossing accidents would be avoided, the distance decreased by at least 2 miles, and measured in terms of permanent pavement, the cost of construction would be decreased by from fifty to sixty thousands of dollars.

(4) Beaver Creek Road. In order to avoid present grade crossings, on Lorne Ave. and on Lorne Ave. produced, and

the necessity of future grade separation and to develop the "Boulevard Drive" along the river to the south of the Exhibition as a means of entrance to the two golf clubs and the rifle ranges we believe that consideration should now be given to the relocation of the highway from Beaver Creek via the road allowance as indicated on the map of the Rural Municipality of Cory, previously referred to.

(5) Pike Lake Road. In like manner advantage should be taken of the river and the subway under the Canadian National main line to develop a new entrance into Saskatoon, along the west bank of the River from the highway leading to Pike Lake.

(6) Calgary Road. The location of the highway from Calgary via 11th Street cannot in our judgment be improved upon but study should immediately be given to the requirements for grade separation at the Canadian National Goose Lake and Loop lines. Grade separation will be required not only to protect Provincial Highway traffic, but also local traffic which will be accentuated as the heavy industrial area recommended to the north of the main line of the Canadian Pacific Railway commences to develop.

10. Walmer Road Extension - Walmer Road should be extended south westerly to a connection with Ave. I and 23rd Street.

11. Set Back Lines. ~~Based on the proposals previously referred to,~~ Detailed surveys should be made to show the buildings which would be affected by the street widenings and extensions previously referred to. Advantage may then be taken of the authority conferred in Section 24 (1-e) of the Town Planning Act to place set back lines on the streets to be widened, in order that no future building development may be permitted which will add to the cost as and when carried out.

Under the section on legislation we are suggesting that legislation be sought to give the City power to carry out street widenings and extensions on the deferred principle.

12. Subdivision Regulations. Based on the general regulations for land subdivision of the Town Planning Branch, Department of Municipal Affairs, and the special requirements of the city, a regulation to cover land subdivision within the city and for the two miles beyond, as allowed by the Town Planning Act, should be developed. (See report of Subdivision of Lands Committee, Town Planning Board, dated February 11th, 1929)

13. Replotting. Section sheets, that is, embracing an area of one mile square with ties to the adjacent sections, should be prepared to show all existing subdivision in each section, differentiating between the lots owned by the City

and private persons. With the assistance of these sheets and the legislation we are suggesting the City apply for to compel exchange of privately owned parcels, commencement should be made at replotting having in mind:

(1) the development of the street system more suited to the city's needs.

(2) the abolition of the 25 ft. lot and the establishment of a new minimum of 40 feet.

(3) the placing of private restrictions to run with the land which will take cognizance of the various social needs.

(4) the planting of trees on the boulevards. No other one thing costs so little and produces such effective results from the standpoint of value.

In connection with the above we would refer you to three plans from our own office appended hereto, illustrating the adaption of a residential subdivision to diagonal streets and major thoroughfares.

We would also refer you to articles on Radburn, New Jersey, a "town for the motor age" appearing in the "Town Planning Journal", "City Planning Quarterly" and "The American City", also to various other articles in "The American City" in connection with street layout and notably to an article in the March 1930 issue of "The American City" by Henry Wright, entitled "Wanted a Substitute for the Gridiron Street System"; also to the neighbourhood area studies made by the Committee on the Regional Plan of New York and its environs.

Further, because of the universal 25 ft. lot there does not exist an area either in or adjacent to the city where those persons desiring reasonably wide lots, that is, from 60 to 100 feet, on which to build can do so with assurance that other owners will do likewise. That there is a need for such property is evident from the fact that at least three different persons have made inquiries of us in this connection, and have stated that until such property does exist they will not build.

14. Cost of Delay. As an evidence of the cost of delay in dealing with and preserving the rights of way required for street widenings and extensions, we would point out that the City of Toronto within the last fifteen years has spent fully twenty millions of dollars, which otherwise could have been saved had recognition been given to Town Planning principles thirty years ago.

Appending hereto is a plan prepared by our office for a group of Toronto Ratepayers' Associations showing a proposed extension for Sherbourne Street. The length of the improvement is approximately $1\frac{1}{2}$ miles and the property damage alone will be in the neighbourhood of \$1,000,000. Note the disturbance caused to residential property. The district affected realizes the need of the improvement but because the individual owners, whose properties might be affected have been fighting to keep the improvement out of their own back yards or front yards, at least 7 different studies have been made over the

last two years and the final location is not settled yet.

ZONING.

Zoning, simply put, is nothing more than the application by the community of the "Golden Rule", through regulations to govern the use and development of private property.

Zoning regulations vary according as the land is best adapted for residence, commerce or industry.

The three main uses for which property in any city is used are residential, commercial and industrial. Accordingly these uses become the base for any zoning bylaw. Necessarily it is just as important that commercial and industrial uses be protected from residential uses as it is that residential uses be protected from commercial and industrial uses, for without adequate provision for commerce and industry the average city would shrivel up.

Precedent to the drafting of the Zoning Bylaw, a study was made of existing uses as illustrated by the existing "Use Map", the statement of "Commercial Uses by City Divisions" which shows 53 distinct types in 606 locations, and the statement showing "The Relation of Commercial Frontage to Population". Briefly this latter statement shows that there is a total of 18085 frontage feet occupied by commercial uses; based on a population of 45,000 this represents 40 frontage feet per 100 persons of which 24 frontage feet is in the central business district.

A plan was also prepared showing the number and location of dwellings erected throughout the city for the years 1927, 1928 and 1929.

Based on the above, the experience in other cities, and the Town Planning Act, a bylaw has been prepared, as per copy appended hereto dividing the city into seven classes of districts, namely:

	A C R E S		Nutana	Total
	West Side	Central		
Residence "A"	2490	417	3340	6247
Residence "B"	203	85	204	492
Residence "C"		71		71
Local Business	27	1	23	51
Commercial	22	122		144
Light Industrial	369	115	148	632
Heavy Industrial	149	214		363
Total	3260	1025	3715	8000 <i>land</i>

The actual location of the districts is as shown on "District Map "A" which forms a part of the bylaw.

In drafting the bylaw we were aided by both Mr. Wier and Mr. Rose, to whom we owe a great deal of thanks for what we considered ^{to be} ~~is~~ its present satisfactory form.

The Zoning bylaw being designed to cover, the uses of land and buildings, and the location and height of buildings, we have in mind the removal from the "Building Bylaw" ^{of} all matters other than those incidental to construction.

Further we have left the sections relating to offences and the enforcement of the bylaw to be drafted and inserted by the City Solicitor.

As there exists no area within the city suitable for heavy industry and where free switching can be furnished by both railroads it is recommended that consideration be given to the annexation of all the land lying between the present west boundary of the city, 33rd Street, the Canadian National Loop Line and its production southerly to the river.

In connection with the printing and the circulation of the bylaw among the realtors and the builders of the city, it will be necessary to prepare a small scale map on which the different districts are represented by symbols, (as a guide see Regina and Vancouver maps).

POPULATION DENSITIES AND COMMERCIAL FRONTAGE BY CITY DIVISIONS

A R E A	Population in area	Acres	Population per acre	Business Frontage Feet	Divisible Population	Frontage per 100 persons. Feet
Central, South of 25th St.	3909	175	22	11,000	45,000	24
City Park, 25th St. to C. P. R;	5240	248	21	150	5,896	2
North Park, North of C. P. R.	492	125	4			
North of 33rd & West of 3rd	164	20	8			
West side, North of C. P. R.	13,404	1000	13	5,260	20,677	25
West side South of C. P. R. }	4,769	273	17			
North of C. N. R. }			11			
West side, South of C. N. R.	2,504	235	11			
Nutana - West of Broadway	7,785	550	14	1,675	14,518	11
Nutana - East of Broadway	6,733	569	12			
TOTAL CITY	45,000	3195	14	18,085	45,000	40

BUSINESS FRONTAGE - includes retail stores, Banks, and offices, occupying ground floor space and is entirely exclusive of frontage occupied by wholesale, distributing and industrial establishments.

Note: Population per acre is based on the total occupied area, exclusive of the larger parks.

NUMBER AND TYPE OF RETAIL BUSINESSES AND OFFICES OCCUPYING GROUND FLOOR SPACE											
	<u>NUTANA</u>	<u>CENTRAL</u>	<u>CITY PARK</u>	<u>WEST SIDE</u>	<u>TOTAL</u>		<u>NUTANA</u>	<u>CENTRAL</u>	<u>CITY PARK</u>	<u>WEST SIDE</u>	<u>TOTAL</u>
Auctioneers		1		5	6	<u>CARRIED FORWARD</u>	<u>63</u>	<u>175</u>	<u>7</u>	<u>138</u>	<u>383</u>
Auto Supplies		11		2	13	Liquor		1		1	2
Bakeshops	1	3		1	5	Milliners	1	2			3
Banks	2	6		2	10	Motor Show Rooms		10		2	12
Barbers	3	27		15	45	Music		7			7
Blacksmiths				3	3	News Agency		1			1
Bookstores		2			2	Novelty Shop		1			1
Butchers	5	4		12	21	Office & Store Equipment		8			8
Clothing Stores		18		4	22	Photographers	2	5		1	8
Coal Offices		5		1	6	Picture Framers		2			2
Confectioners	9	6		11	26	Plumbing & Heating	2	7		4	13
Department Stores		2			2	Railway Ticket Offices		2			2
Drug Stores	4	7	1	10	22	Restaurants	1	30		14	45
Dry Cleaners & Pressers	4	4		2	10	Second Hand Stores		3		4	7
Electric Shop	1	6			7	Shoe Repair	4	9	1	8	22
Farm Supplies		1			1	Shoe Shine Shops		4			4
Fish Stores	1	2			3	Shoe Stores		8		1	9
Flower Stores		2			2	Sign Painters		1			1
Fruit Stores	1	7		3	11	Service Stations	3	17		2	22
Fur Stores		3		1	4	Tailors		2			2
Grocery Stores	23	6	6	41	76	Theatres		5			5
Hardware & Paint	2	3		5	10	Theatre Costumers		1			1
Home Furnishings	1	7		2	10	Tobacco Stores	1	9		1	11
Hotels		14		4	18	Upholsterers		2			2
Jewellers & Opticians	2	9		3	14	Window Cleaners		1			1
Laundries	3	10		11	24	5 & 10 cent stores		2			2
Ladies Specialties	1	9			10	Miscellaneous Offices		30			30
	<u>63</u>	<u>175</u>	<u>7</u>	<u>138</u>	<u>383</u>		<u>77</u>	<u>345</u>	<u>8</u>	<u>176</u>	<u>606</u>
						Total Frontage in feet	1675	11,000	150	5260	18,085

CIVIC CENTRE
TECHNICAL SCHOOL
and
ARMORY

1. Civic Centre. In our judgment, Saskatoon should continue the policy already begun of grouping its buildings around the City Hall Square.

From the standpoints of accessibility, ~~popular~~ convenience and opportunity for architectural setting, it has exclusive advantages over any other location for a civic centre.

It is certain that within the next few years additional public buildings must be erected. The present City Hall is entirely inadequate, the Court House is generally conceded as being too small, the present Library was a mistake, an Art Gallery is a possibility.

As to the type of architecture, we have no suggestions to offer but would emphasize that a definite plan of development must be inaugurated if a really impressive group of buildings is to be created. The cost would be no more than if haphazard disjointed methods are used. Saskatoon has the finest group of University Buildings in Canada, and if the requirements of the Civic Centre are studied in like manner, there is no reason why Saskatoon should not in a few years be in the same position in regard to its Civic Centre.

Our thoughts in regard to all of the above bear out the recommendations of your own Recreational Committee, as contained in its report of March 2nd, 1928 and appended hereto.

During our study we were requested to express our views as to sites for a Technical School and a new Armory.

2. Technical School. In regard to the Technical School site our views as expressed to the Collegiate Board and Vocational Committee were in effect as follows:

That the site chosen on Spadina Crescent is an admirable one. It is in the centre of the population, is on neutral ground, between the East Side and West Side, and offers opportunity for real architectural effect.

However, we were disappointed to learn that it was not the intention of the Board to acquire the frontage on 19th Street, and we gave it as our opinion that it would be a horrible mistake were this frontage not to be purchased and included in the site, and the school itself located so as to create an ^{axis} ~~access~~ with 2nd Avenue.

19th Street, as proposed, will become not only an important thoroughfare as regards the city proper but it will be the entrance into Saskatoon for thousands upon thousands of tourists. We are satisfied that the School Board recognizes the desirability of acquiring the property and we hope that sufficient public opinion will be aroused to support such action.

3. Armory: In regard to the Armory, our views as expressed to the officers of the garrison, were in effect as follows:

That the purchase of the right of way required for the

19th Street - Broadway Connection would make available a most excellent ^{site} of approximately 70,000 square feet on the south side of 19th Street between the present low level and the proposed high level bridge.

Both the above sites are shown on the plan of the 19th Street - Broadway connection elsewhere referred to.

LEGISLATION

Saskatchewan enjoys an especially far-sighted and clear cut Town Planning Act for which the Province owes a very sincere debt of gratitude not only to Mr. Stewart Young, the Provincial Director of Town Planning but to your own City Solicitor, Mr. W. Rose who assisted Mr. Young in putting the Act into legal and legislative form. However, based on our studies in Saskatoon, we are of the opinion that the Act should be enlarged

• upon as follows:

1. Replotting: Because of the immense amount of tax sale land which has come into the possession of the cities and the inability of the cities to make exchanges for replotting purposes with the owners of stray individual parcels, we are convinced that additional power should be sought to compel exchanges.

A precedent exists, we understand, in Manitoba, Alberta and British Columbia legislation.

2. Deferred Widenings and Extensions: In order that the cities may adequately deal with street widenings and extensions on a programme of urgency and postpone taking actual possession of the lands required, legislation on the deferred principle is required.

A precedent exists in the Deferred Widening sections of The Municipal Act, Ontario, and we understand such powers are contemplated in the new British Columbia legislation.

3. Architectural Control: It is reasonable that cities be given the right to control the architecture in connection with the development of Civic Centres. The mere fact that the city has created a centre adds value to the surrounding lands and it is not an injustice to ask the owners to conform to a uniform type of architecture. A precedent exists in more or less general powers granted the City of Quebec by the Quebec legislature, and in specific powers granted the City of Toronto by the Ontario Legislature in "The University Avenue Extension Act".

4. Approval of Town Planning Scheme: The section of the Act dealing with approval of Town Planning Schemes should be enlarged and put into 2 sections, the first section to cover the approval of a general scheme on a small scale map, say, 1000 feet equals 1 inch, the second to cover approval of the details which from time to time will be developed from the aforementioned general plan.

GENERAL

1. Parks. It would be useless to develop a general scheme for parks, pending the replotting of the vacant areas. However, we would suggest that consideration be given to the following:

(a) Spadina Crescent Promenade. The construction of the 19th Street - Broadway Connection will make it possible for the Canadian National Railway to ease the curve on its Goose Lake Line between the station yard and Spadina Crescent. It will also permit the track on Spadina Crescent to be re-located farther away from the river bank. These changes having been made a boulevard with trees and a wide walk-way should be developed along the river bank, in order to screen and beautify same and to connect Victoria Park with Spadina Crescent, north of 20th Street. This promenade when the need arose could be carried under each of the three bridges concerned.

(b) Park, Saskatchewan Crescent, south of 16th Street: There is a very fine area of vacant property on Saskatchewan Crescent south of 16th Street which has been rendered unsuitable for residential development due to the recent slide. Consideration should be given to the purchase of same for development as a formal park.

(c) Boulevard, 29th Street. Advantage might reasonably be taken of the vacant lots largely owned by the City between 28th Street and 29th Street from Ave. I to Ave. P to form a park-way. 29th Street between these points could then be converted into a west bound street, and 28th street into an

east bound street.

(d) East Lake Royal Boulevard. The area west of East Lake and south of Lena is under the proposed Zoning bylaw set apart as a light industrial district and it is very desirable that the city take advantage of its ownership of the narrow block between East Lake and Royal Avenues south of Lena Street to create same into a park-way.

2. Industrial Exhibition. It is recommended that provision be made for the further expansion of the Exhibition by the purchase of the 80 odd acres lying in the gore between the West end of the Exhibition, the main freight line of the Canadian National Railway, and the river and as hereinbefore recommended, an earnest effort should be made to extend Saskatchewan Crescent through the Brewery property to a connection with Herman Avenue, as the only means of providing a fit and proper vehicular entrance to the Exhibition.

3. City Transportation Routes. The proposed street railway extensions as developed during the past year by the City Engineer did not take into account the probabilities of future grade separations on the West Side. We point this out so that his attention may be drawn to same.

4. Traffic ^{Counts} Routes. As showing the effect of personal transportation and the weather on the use of the street railway in Saskatoon the counts taken by the Commission on October 10th, 1929, of the vehicular traffic moving in and out of the commercial area, are very illuminating.

The total revenue passengers carried by the railway on Thursday, October 10th, 1929, was 15,096. During the same day 30,746 private automobiles were observed entering and leaving the downtown district. Assuming that each automobile carried 1.5 passengers and that 90% of the total passengers carried by the street railway entered the down town area, we have:-

by private automobile	- 46,118 passengers	- 77%
by street car	- <u>13,586</u> "	- <u>23%</u>
Total	59,704 "	100%

On Thursday, January 16th, 1930, under average winter conditions the street railway carried a total of 29,123 passengers, or an increase of nearly 100% over an average fall day.

5. Municipal Statistics. In order to obtain some appreciation of the trend in Saskatoon's development, we have developed the attached statement of Municipal Statistics from the 1929 report of the City Commissioner. The following was of interest to us:

(1) That the population had approximately doubled each 10 years since 1909 and now stood at 45,000.

(2) That the school attendance per unit of population had slightly decreased since 1923.

(3) That despite large increases in expenditures for schools and general civic purposes, the tax levy per capita had decreased from \$57.00 in 1921 to \$36.00 in 1929.

(4) That despite increased population from 1920 to 1925, the total number of revenue passengers carried by the street railway showed a decrease. That while there has been a

constant increase in the total revenue passengers for the past four years, the riding habit, that is the rides per capita continues to decrease, having dropped from 183 in 1920 to 141 in 1929.

YEAR	POPULATION		SCHOOL ATTENDANCE			BLDG. PERMITS			BANK CLEARINGS			POWER OUTPUT			ST. RY. TOTAL
	TOTAL	INDEX	TOTAL	INDEX	PUPILS PER 100 POP.	\$	INDEX	PER CAPITA \$	\$	INDEX	PER CAPITA \$	K. W. H.	INDEX	PER CAPITA	
1906	3,011														
1910			1,225	36.		2,817,771	63								
1911	12,004	77	1,735	52	14	5,028,366	113	419	64,090,948	67	5,339				
1912	13,814	88	2,480	74	18	7,640,530	171	553	115,898,477	121	8,390	4,096,147	47	296	
1913	15,624	100	3,356	100	21	4,453,845	100	285	96,034,723	100	6,147	8,723,389	100	558	3,401,3
1914	17,434	112	3,946	118	23	561,500	13	322	59,314,947	62	3,402	8,873,642	102	509	3,242,9
1915	19,244	123	4,140	123	21	20,200	0	1	50,246,841	52	2,611	8,456,910	97	439	2,669,8
1916	21,054	135	3,849	115	18	145,150	3	7	68,316,154	71	3,245	9,425,370	108	448	3,504,5
1917	21,991	141	4,265	127	19	582,739	13	26	93,730,650	98	4,262	11,096,730	127	505	3,910,1
1918	22,928	146	4,831	144	21	804,715	18	35	91,412,813	95	3,986	12,136,524	139	529	3,940,4
1919	23,865	153	5,660	169	24	1,404,590	31	59	105,886,584	110	4,436	13,459,580	154	564	4,978,2
1920	24,802	159	5,637	168	23	1,150,595	26	46	118,503,076	123	4,778	14,079,140	161	568	4,541,5
1921	25,739	165	6,169	184	24	774,466	17	30	100,523,291	105	3,905	15,394,380	176	598	4,547,1
1922	26,838	172	6,684	199	25	1,818,909	41	68	87,892,572	91	3,274	16,162,600	185	602	4,409,8
1923	27,937	179	7,161	214	26	852,548	19	30	89,106,604	93	3,190	15,560,690	178	557	4,379,7
1924	29,036	186	7,508	224	26	1,282,276	29	44	83,355,957	87	2,871	16,494,070	189	568	4,165,0
1925	30,135	193	7,747	231	26	1,079,442	29 ⁴	36	91,330,855	95	3,031	16,818,690	193	558	4,112,1
1926	31,234	200	8,208	245	26	2,018,204	45	65	103,237,697	107	3,305	19,256,980	221	616	4,395,6
1927	35,822	229	8,577	256	24	3,215,995	72	90	111,922,064	116	3,124	22,392,530	257	625	5,245,8
1928	40,410	259	9,295	277	23	5,756,542	129	142	138,687,497	144	3,432	28,035,630	321	694	5,507,8
1929	45,000	288	9,589	286	21	5,902,123	132	131	146,354,857	152	3,252	35,235,690	404	783	6,333,4

Population for years 1906, 1911, 1916, 1921, 1926, Dominion Census.

Intermediate years by interpolation.

ION	SCHOOL ATTENDANCE			BLDG. PERMITS			BANK CLEARINGS			POWER OUTPUT			ST. RY. REV.		PASS.		YEAR
INDEX	TOTAL	INDEX	PUPILS PER 100 POP.	\$	INDEX	PER CAPITA \$	\$	INDEX	PER CAPITA \$	K. W. H.	INDEX	PER CAPITA	TOTAL	INDEX	PER CAPITA		
	1,225	36.		2,817,771	63												1906
																	1910
77	1,735	52	14	5,028,366	113	419	64,090,948	67	5,339								1911
88	2,480	74	18	7,640,530	171	553	115,898,477	121	8,390	4,096,147	47	296					1912
100	3,356	100	21	4,453,845	100	285	96,034,723	100	6,147	8,723,389	100	558	3,401,351	100	218		1913
112	3,946	118	23	561,500	13	322	59,314,947	62	3,402	8,873,642	102	509	3,242,914	98 ⁵	186		1914
123	4,140	123	21	20,200	0	1	50,246,841	52	2,611	8,456,910	97	439	2,669,896	78	139		1915
135	3,849	115	18	145,150	3	7	68,316,154	71	3,245	9,425,370	108	448	3,504,524	103	166		1916
141	4,265	127	19	582,739	13	26	93,730,650	98	4,262	11,096,730	127	505	3,910,101	115	178		1917
146	4,831	144	21	804,715	18	35	91,412,813	95	3,986	12,136,524	139	529	3,940,480	116	172		1918
153	5,660	169	24	1,404,590	31	59	105,886,584	110	4,436	13,459,580	154	564	4,978,260	146	209		1919
159	5,637	168	23	1,150,595	26	46	118,503,076	123	4,778	14,079,140	161	568	4,541,523	133	183		1920
165	6,169	184	24	774,466	17	30	100,523,291	105	3,905	15,394,380	176	598	4,547,199	134	177		1921
172	6,684	199	25	1,818,909	41	68	87,892,572	91	3,274	16,162,600	185	602	4,409,840	130	164		1922
179	7,161	214	26	852,548	19	30	89,106,604	93	3,190	15,560,690	178	557	4,379,777	129	157		1923
186	7,508	224	26	1,282,276	29	44	83,355,957	87	2,871	16,494,070	189	568	4,165,004	122	143		1924
193	7,747	231	26	1,079,442	28 ⁴	36	91,330,855	95	3,031	16,818,690	193	558	4,112,173	121	136		1925
200	8,208	245	26	2,018,204	45	65	103,237,697	107	3,305	19,256,980	221	616	4,395,699	129	141		1926
229	8,577	256	24	3,215,995	72	90	111,922,064	116	3,124	22,392,530	257	625	5,245,820	154	146		1927
259	9,295	277	23	5,756,542	129	142	138,687,497	144	3,432	28,035,630	321	694	5,507,853	162	136		1928
288	9,589	286	21	5,902,123	132	131	146,354,857	152	3,252	35,235,690	404	783	6,333,438	186	141		1929

Population for years 1906, 1911, 1916, 1921, 1926, Dominion Census.

Intermediate years by interpolation.

YEAR	NET ASSESSMENT			EDUCATION & LIBRARY			TAX LEVIES GEN. L. T. & PROV. GOV'T			TOTAL			YEAR
	\$	INDEX	PER CAPITA	\$	INDEX	PER CAPITA	\$	INDEX	PER CAPITA	\$	INDEX	PER CAPITA	
1910	10,571,215	19											1910
1911	23,394,545	41	1,949										1911
1912	36,897,498	65	2,671										1912
1913	56,336,371	100	3,606	264,727	100	17	952,963	100	61	1,217,690	100	78	1913
1914	56,639,584	100	3,249	323,839	122	19	878,023	92	50	1,201,862	99	69	1914
1915	48,191,783	85	2,504	255,466	96	13	714,338	75	37	969,804	80	46	1915
1916	37,677,800	67	1,790	259,649	98	12	625,055	66	30	884,704	73	42	1916
1917	36,290,839	64	1,650	314,462	119	14	625,393	65	28	939,856	77	43	1917
1918	30,027,248	53	1,309	337,787	128	15	736,047	77	32	1,073,834	88	47	1918
1919	28,562,797	51	1,197	408,099	154	17	756,905	79	32	1,165,004	96	49	1919
1920	29,654,232	53	1,196	543,325	205	22	834,950	88	34	1,368,275	112	55	1920
1921	27,652,669	49	1,074	610,205	230	24	860,657	90	33	1,470,862	121	57	1921
1922	30,604,702	54	1,140	620,235	234	23	871,589	91	32	1,491,825	122	56	1922
1923	29,808,731	53	1,067	621,027	235	22	847,902	89	30	1,468,930	121	53	1923
1924	29,003,592	51	999	643,504	243	22	834,674	88	29	1,478,178	121	51	1924
1925	28,498,214	51	946	638,265	241	23	795,786	83	26	1,434,052	118	48	1925
1926	28,327,605	50	907	682,859	258	22	816,095	86	26	1,496,953	123	48	1926
1927	28,865,570	51	806	696,415	263	19	776,839	81	22	1,473,275	121	41	1927
1928	29,996,498	53	742	726,258	274	18	794,612	83	20	1,520,871	125	38	1928
1929	31,668,924	56	704	798,709	302	18	825,024	87	18	1,623,673	133	36	1929

SMEN T		EDUCATION & LIBRARY				TAX LEVIES				TOTAL		YEAR
INDEX	PER CAPITA	\$	INDEX	PER CAPITA	GEN. L. T. & PROV. GOV'T	\$	INDEX	PER CAPITA	\$	INDEX	PER CAPITA	
5	19											1910
5	41	1,949										1911
3	65	2,671										1912
1	100	3,606	264,727	100	17	952,963	100	61	1,217,690	100	78	1913
4	100	3,249	323,839	122	19	878,023	92	50	1,201,862	99	69	1914
3	85	2,504	255,466	96	13	714,338	75	37	969,804	80	46	1915
0	67	1,790	259,649	98	12	625,055	66	30	884,704	73	42	1916
9	64	1,650	314,462	119	14	625,393	65	28	939,856	77	43	1917
3	53	1,309	337,787	128	15	736,047	77	32	1,073,834	88	47	1918
7	51	1,197	408,099	154	17	756,905	79	32	1,165,004	96	49	1919
2	53	1,196	543,325	205	22	834,950	88	34	1,368,275	112	55	1920
9	49	1,074	610,205	230	24	860,657	90	33	1,470,862	121	57	1921
2	54	1,140	620,235	234	23	871,589	91	32	1,491,825	122	56	1922
1	53	1,067	621,027	235	22	847,902	89	30	1,468,930	121	53	1923
2	51	999	643,504	243	22	834,674	88	29	1,478,178	121	51	1924
4	51	946	638,265	241	23	795,786	83	26	1,434,052	118	48	1925
5	50	907	682,859	258	22	816,095	86	26	1,496,953	123	48	1926
0	51	806	696,415	263	19	776,839	81	22	1,473,275	121	41	1927
3	53	742	726,258	274	18	794,612	83	20	1,520,871	125	38	1928
4	56	704	798,709	302	18	825,024	87	18	1,623,673	133	36	1929

CARRYING OUT OF PLAN

(a) Budget. A Town Plan is of relatively small value to the community unless it can be carried into effect. This cannot be done unless the cost is within the ability of the community to pay. Consequently before embarking on a Town Planning Scheme, the cost of the various improvements should be carefully estimated and the relative urgency of the different proposals weighed one against the other so that a budget can be computed which will at all time remain within the borrowing power of the city and the ability of the taxpayer to pay.

(b) Relative Urgency. As to the relative urgency we would suggest:

- (1) The adoption of the Zoning Bylaw which will cost nothing.
- (2) Additional legislation which will cost nothing.
- (3) 19th Street - Broadway connection.
- (4) Adoption of a definite policy in regard to the "Civic Centre".
- (5) Development of the Saskatchewan Crescent, Herman Avenue entrance to the Exhibition.
- (6) Subway at Avenue A. and the Canadian Pacific Railway.
- (7) *Revision of Winnipeg - Regina Highway Entrance*

CITY OF SASKATOON
PROPOSED ZONING BYLAW

WILSON, BUNNELL & BORGSTROM, LIMITED.

-----CONSULTANTS-----

-----TORONTO-----

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CITY OF SASKATOON
PROPOSED ZONING BYLAW

A bylaw to regulate and restrict, within the City of Saskatoon, the location and use of buildings and the use of land; to limit the height and bulk of buildings; to prescribe site areas, the size of yards and other open spaces, and for these purposes to divide the city into districts.

Pursuant to authority conferred by the Town Planning Act Chapter 45, Statutes of Saskatchewan 1928, and Amendments thereto, The Council of the City of Saskatoon enacts as follows:

SHORT TITLE

1. This bylaw may be cited as the "Zoning Bylaw".

APPLICATION

2. This bylaw shall apply to the entire area within the limits of the City.

INTERPRETATION

3. In this bylaw, unless the context otherwise requires, the expression:-

1. "Accessory building" means a building the use of which is clearly incidental and subordinate to the main building, or to the use of the land.

2. "Apartment house" means any building, laid out in suites of two (2) or more rooms as self-contained house-keeping units.

3. "Basement" means that portion of a building below the ground floor joists, the floor of which is more than one (1) foot, but less than five (5) feet, below the average level of the adjoining ground at any point within fifteen (15) feet from any exterior wall of the building. A basement shall not be counted as a storey unless it is designed or used for purposes permitted in a business district or as living quarters for someone other than a janitor;

4. "Boarding house" means a building, other than a hotel, containing not more than fifteen (15) sleeping rooms, or beds, where lodging and meals, or either of them, for more than five (5) persons is provided for compensation.

5. "Building" means and includes any structure having walls and covered by a roof or roofs.

6. "Front line of the building": means the line of the wall of the building, or of any projecting portion of the building, and production thereof (except steps, sills, belt courses, cornices, eaves and fire escapes) which faces the front line of the site.

7. "Rear line of the building" means the line of the wall of the building or any projecting portion of the building and production thereof, which faces the rear line of the site.

8. "Height of the building" means the vertical distance from the curb level (a) to the highest point of the roof surface of a flat roof; (b) to the deck line of a mansard

roof, and (c) to the mean height level between the eaves and ridge of a gable, hip, or gambrel roof. When a building is situated on ground above the curb level, the height shall be measured from the average elevation of the finished grade of the site along the front of the building.

9. "Cellar" means that portion of a building below the ground floor joists, the floor of which is more than five (5) feet below the average level of the adjacent ground at any point within fifteen (15) feet from any exterior wall of the building. A cellar is not to be counted as a storey for the purpose of height measurement.

10. "Inner court" means an open unoccupied space enclosed on all sides by walls, or by walls and the side line of the site.

11. "Outer court" means an open unoccupied space extending to a street, lane or a yard.

12. "Curb level" means the level of the established curb in front of the building measured at the centre of such front. Where no curb has been established, the City Engineer shall establish such curb level or its equivalent for the purpose of this bylaw;

13. "Dwelling":

(a) "One-family dwelling" means a separate building designed for or occupied exclusively as a residence for one family or housekeeping unit;

(b) "Two-family dwelling" means a building designed for or occupied exclusively as a residence for two families each having separate accommodation.

(c) "Multiple dwelling" means a building, or portion thereof, designed for, or occupied exclusively as, a residence for more than two (2) families or house-keeping units and includes an apartment and a boarding house.

14. "Garage" means a building or land used for housing, storage or care of self-propelled vehicles.

15. "Private garage" means a garage with capacity for housing not more than three (3) self-propelled vehicles, and in which no space is rented for trucks; provided, however, that on sites having an area of more than five thousand (5000) square feet, the capacity of a private garage may be increased by one vehicle for each additional fifteen hundred (1500) square feet of site area;

16. "Public garage" means a garage where self-propelled vehicles are equipped for operation, repaired, kept for hire, or dismantled, and includes a storage garage, and a garage used in connection with any business or industry.

17. "Storage garage" means a garage, except a private garage as herein defined, used exclusively for the storage of self-propelled vehicles and where no repair facilities are maintained other than for the vehicles stored therein.

18. "Group houses" means a group of detached or attached dwellings not more than two (2) rooms in depth facing upon a place as herein defined;

19. "Hotel" means a building occupied as the more or less temporary abiding place of individuals who are lodged with or without meals and in which there are more than fifteen (15)

sleeping rooms and with no provision for cooking in any individual room or apartment;

20. "Lane" means a public way which affords a secondary means of access to a site.

21. "Non-conforming use" means any use of a building or land in existence at the time of the passing of this bylaw, which does not conform thereto.

22. "Open space" means that part of a site not covered by a building other than an accessory building and which is unobstructed from the ground upwards.

23. "Place" means an open, unoccupied space common to two or more residences and reserved as the principal means of access from a street.

24. "Service station" means a building or land used for serving self-propelled vehicles with gasoline, oil, tires, or other supplies;

25. "Site" means an area of land having its principal frontage upon a public street or place to serve one building and its accessory buildings and including such open spaces as are required.

26. "Corner site" means a site at the intersection or junction of two or more streets. Where a corner site has a width greater than seventy-five (75) feet, the requirements applicable thereto shall apply to all that portion of the site within seventy-five (75) feet from the flanking street, and the requirements applicable to an interior site shall apply to the remainder of the site.

27. "Interior site" means a site other than a corner site.

28. "Through site" means a site not more than one lot in depth, having a frontage on two (2) streets more or less parallel.

29. "Width of site" means the average width between the side lines.

30. "Depth of site" means the average depth from the street line to the rear line.

31. "Stable" means a building or land used for the housing of horses, mules, cows, sheep, goats or poultry.

32. "Private stable" means a stable with capacity for not more than two (2) horses, two (2) mules, one (1) cow, two (2) goats, or poultry for private use; provided, however, that on sites having an area of more than five thousand (5000) square feet the capacity of a private stable may be increased by one horse for each additional twenty-five hundred (2500) square feet of site area.

33. "Public stable" means a stable for housing horses and mules for and in connection with any business or industry.

34. "Storey" means that portion of a building included between the surface of any floor and the surface of the floor or ceiling above it or as the case may be.

35. "Half storey" means a storey of which two opposite exterior walls are not more than three (3) feet in height.

36. "Street" means any public highway other than a lane.

37. "Structure" means and includes anything constructed, or erected, the use of which requires temporary or permanent location on or support of the soil.

38. "Terrace" means attached dwellings not more than two (2) rooms in depth facing on a street.

39. "Yard" means a part of a site which is unoccupied and unobstructed by buildings from the ground upward, excepting thereout and therefrom the following:

(a) The ordinary projections of sills, belt courses, cornices, and eaves; provided, however, that none of those shall project into a minimum side yard more than eighteen (18) inches;

(b) Fire-escapes;

(c) The ordinary projections of chimneys in side and rear yards; provided however, that no chimney shall project into a minimum side yard more than eighteen (18) inches;

(d) Accessory buildings not exceeding twelve (12) feet or one storey in height; provided, however, that an accessory building shall not occupy more than thirty (30) per cent of the area of the rear yard, or to such an extent as to interfere with access to a lane.

40. "Front yard" means a yard extending across the full width of a site from the street or line established under Section 24 (1-e) of the Town Planning Act to the front line of the building.

41. "Rear yard" means a yard extending across the full width of a site from the rear line of the building to the rear line of the site.

42. "Side yard" means a yard extending from the front line to the rear line lying between the building and a side line of the site.

DISTRICTS

4. For the purpose of this bylaw the City is hereby divided into seven (7) classes of districts, as follows:

- (a) Residence District "A".
- (b) Residence District "B".
- (c) Residence District "C".
- (d) Local Business District.
- (e) Commercial District.
- (f) Light Industrial District.
- (g) Heavy Industrial District.

DISTRICT MAP "A"

5. The "Districts" as delineated on the map entitled "District Map" attached to and forming part of this bylaw, are hereby established.

GENERAL

6. (1) No person shall erect, construct, locate, alter reconstruct, or maintain any building or structure, or locate or carry on any industry, business, trade, or calling, or use any land or building, within any district, save as is hereinafter stated to be permitted within such district, without complying with the provisions of this bylaw applicable thereto.

(2) (a) No site area shall be so reduced or diminished that the yards or open spaces shall be smaller than prescribed by this bylaw, nor shall the density of population be increased in any manner except in conformity with the site area regulations established by this bylaw.

(b) No portion of a yard or open space required about any building shall provide any portion of a yard or open space for any other building.

(c) Every building hereafter erected shall be located on a site as herein defined; and in no case shall there be more than one building on one site except as otherwise provided in this bylaw.

(3) Where land is used for the erection or placing of a fence over six (6) feet in height above the average ground level, or of any other structure not being a building, the structure shall comply with the height, yard and building line requirements hereinafter provided, the same as if such structure were a building.

(4) Where a building or the use thereof or of land

not otherwise lawful is conditionally permitted by these regulations or by any other or approval made or given under them, it shall be the duty of the person claiming the benefit or protection of such permission to maintain and perform the conditions whereunder, or by reason whereof, the building or the use was permitted. So soon as such conditions no longer exist the permission shall be deemed to cease and the building or use shall no longer be justified by reason of the same having been at one time so conditionally permitted and the building or use shall be unlawful and subject to any prohibition and the owner to any penalty provided or fixed by these regulations.

RESIDENCE DISTRICT "A"

7. In a Residence District "A":

(1) Uses: The following buildings and uses of buildings and land are permitted:

- (a) One-family dwellings.
- (b) Two-family dwellings.
- (c) Churches.
- (d) Schools and Hospitals operated by Public Authorities.
- (e) Public Libraries.
- (f) Public Parks, and Children's Playgrounds.
- (g) Tennis Courts, Bowling Greens, Golf Courses.
- (h) Farms, Truck Gardens, Nurseries and Green-houses.
- (i) Accessory buildings, provided that;
 - (aa) A private garage not constructed as a part of or attached to the main building must be situated not less than sixty (60) feet from the street in front, and seven (7) feet from any other street, and four (4) feet from any lane towards which any door of same opens.
 - (bb) A private stable (when permitted under the provisions of Section 14 (1) of this bylaw shall be located not less than sixty (60) feet from the street in front nor less than twenty (20) feet from any other street, nor less than four (4) feet from any lane toward which any door of such stable or building opens, nor less than fifty (50) feet from any dwelling;

than the said average depth nor greater than fifty (50) feet, nor greater than the deeper front yard on adjoining sites where both such sites are occupied by buildings. Notwithstanding anything contained in this subsection wherever in Plans F.W. and G. 194 on record in the Saskatoon Land Titles Office a site is not less than one hundred and forty (140) feet in depth the front yard shall not be less than thirty (30) feet in depth.

(5) Rear yard. A rear yard shall be provided of not less than twenty-five (25) feet in depth.

(6) Side yard.

(a) A side yard shall be provided on each side of the building of not less than two and a half ($2\frac{1}{2}$) feet.

(b) In the case of a corner site at the rear of which (whether a lane intervenes or not) is a site fronting on a street which flanks such corner site, the width of the side yard on the corner site along the flanking street shall furthermore be not less than half of the depth of the front yard on the site in the rear of such corner site. This regulation shall not, however, provided that the provisions of clause (a) hereof are complied with, reduce the buildable width of a corner site to less than twenty (20) feet. No accessory building on such corner site shall be nearer the flanking street than seven (7) feet.

(7) Site Area.

(a) A site for a one-family dwelling shall have a frontage of not less than twenty-five (25) feet and

shall not be less than three thousand seven hundred and fifty (3,750) square feet in area, provided however, that where a site, held under a distinct and separate ownership from adjacent sites and on record in the Land Titles Office for the Saskatoon Land Registration District, at the time of the passing of this bylaw, has less area than herein required, this regulation shall not apply.

(b) A site for a two-family dwelling shall have a frontage of not less than fifty (50) feet and shall not be less than five thousand (5000) square feet in area.

(8) Open Space. An open space of not less than sixty (60) percent of the area of the site shall be provided.

RESIDENCE DISTRICT "B"

8. In a Residence District "B":

(1) Uses. The following buildings and uses of buildings and land are permitted:

(a) Buildings and uses permitted in a Residence District "A";

(b) Multiple dwellings;

(c) Group houses or Terraces, provided they shall not comprise more than four (4) attached dwellings.

(d) Private clubs and fraternities.

(e) Private Schools, excepting commercial or trade schools.

(f) Accessory buildings and uses customarily incident to any of the above uses when located on the same site and not involving the conduct of a business, which said accessory buildings may include a storage garage; but if such storage garage is not constructed as a part of the main building it shall be situated not less than sixty (60) feet from the street in front thereof, nor less than fifty (50) feet from any other street.

(2) One and two family dwellings permitted in this district shall comply with the provisions of a Residence District "A". As to all other buildings and uses the following shall apply:

(a) Height. The height of a building shall not exceed forty-five (45) feet/~~or~~ ^{and shall not be more than} three storeys.

(b) Front Yard. A front yard shall be provided of not less than twenty (20) feet in depth.

(c) Rear Yard. A rear yard shall be provided of not less than twenty-five (25) feet in depth for interior sites, nor less than fifteen (15) feet for corner sites.

(d) Side Yard. A side yard of not less than five (5) feet shall be provided on each side of a building, but in no case shall such side yard be less than one and one-quarter inches ($1\frac{1}{4}$) in width for every foot of building length from front to rear of the building; provided that on a corner site along the flanking street or lane, the side yard need not exceed five (5) feet in width, excepting that the provisions respecting side yards for corner sites in and for a Residence District "A" shall also apply in respect of corner sites in this district.

(e) Site Area. A site for a multiple dwelling shall not be less than six thousand (6000) square feet in area; and the site area per family or housekeeping unit shall not be less than fifteen hundred (1500) square feet. A site for a group house or terrace shall not be less than eight thousand (8000) square feet in area and the site area per family or housekeeping unit shall not be less than two thousand (2000) square feet.

(f) Open Space. An open space shall be provided of not less than fifty (50) percent of the area of an interior site, nor less than forty (40) percent of the area of a corner site.

(g) Signs. The provisions of Section 7 (2)
shall apply hereto.

RESIDENCE DISTRICT "C"

9. In a Residence District "C":

(1) Uses. The following buildings and uses of buildings and land are permitted:

(a) Buildings and uses permitted in a Residence District "B":

(b) Hotels, excepting those containing business for other than the sole convenience of the guests of the building; and provided that such business has no entrance from the street.

(c) Accessory buildings and uses customarily incident to any of the above uses when located on the same site and not involving the conduct of a business, which said accessory buildings may include a storage garage; but if such storage garage is not constructed as a part of the main building, it shall be situated not less than sixty (60) feet from the street in front thereof, nor less than fifty (50) feet from any other street.

(2) One and two family dwellings permitted in this district shall comply with the provisions of a Residence District "A". Three storey multiple dwellings, group houses, and terraces shall comply with the provisions of a Residence District "B". As to other multiple dwellings and hotels, the following shall apply:

(a) Height. The height of a building shall not exceed seventy-five (75) feet ^{and shall not be more than} ~~nor~~ six storeys.

(b) Front Yard. A front yard shall be provided of not less than twenty (20) feet in depth.

(c) Rear Yard. A rear yard shall be provided of not less than twenty-five (25) feet in depth for interior sites, nor less than fifteen (15) feet for corner sites.

(d) Side Yard.
Open Space
Signs.

The provisions of Section 8 (2-d), (2-f) and (2-g) relating to a side yard, open space and signs, in a Residence District "B" shall apply hereto.

LOCAL BUSINESS DISTRICTS

10. In a Local Business District:

(1) Uses: All buildings and uses of buildings and land are permitted except the following:

(a) Buildings and uses prohibited in and excluded from commercial districts.

(b) Funeral undertaking establishments.

(c) Public garages.

(2) Height and Rear Yard. The provisions of Section 7 (3) and (5) relating to the requirements in respect of the height of buildings, and rear yards in a Residence District "A" shall apply hereto.

(3) Front Yard. No front yard is required except in cases where on one side of a street between two intersecting streets some sites are in a residence district and other sites are in a local business district, in which event the front yard requirements in a Residence District "A" shall apply to all such sites.

(4) Side Yard.

(a) Where a local business district abuts any residence district, without the intervention of a street or lane, there shall be provided a side yard of not less than five (5) feet in width;

(b) In the case of a dwelling, the provisions of Section 7 (6) relating to the requirements of side yards in a Residence District "A" shall apply hereto.

(c) In the case of a corner site (whether a lane intervenes or not), at the rear of which is a site fronting on a street which flanks such corner site, the provisions of Section 7 (6) respecting side yard requirements in a Residence District "A" shall apply, also as regards such corner site along the flanking street.

(5) Signs. The provisions of Section 7 (2), relating to bill boards, signs, bulletin boards and sign boards, in Residence District "A" shall apply, except that; any person lawfully carrying on a business in a building within such a district may place upon the building any lawful sign relating to the business so being carried on.

COMMERCIAL DISTRICTS

11. In a Commercial District:

(1) Uses: All buildings and uses of buildings and land are permitted except the following:

- (a) Buildings and uses excluded from light industrial districts.
- (b) Bakery employing more than five (5) persons.
- (c) Blacksmith or horseshoeing shop.
- (d) Bottling works.
- (e) Building material storage yard.
- (f) Carting, express, hauling or storage yard.
- (g) Contractor's plant or storage yard.
- (h) Coal, coke or wood yard.
- (i) Cooperage works.
- (j) Dyeing and cleaning works employing more than five (5) persons.
- (k) Ice plant or storage house of more than five (5) tons capacity.
- (l) Laundries employing more than five persons.
- (m) Livery stable.
- (n) Lumber yard.
- (o) Machine shop.
- (p) Printing shop, except one incidental to the business of a newspaper, employing more than five (5) persons.
- (q) Veterinary Hospital or Boarding Kennel.
- (r) Wholesale milk distributing station.

(s) Storage warehouse except one the use of which is incidental to a building or use permitted.

(t) Any kind of manufacture or treatment other than the manufacture or treatment of products clearly incidental to the conduct of a retail business conducted on the premises.

(u) Public Garage or Service Station; unless the entrance or exit for motor vehicles is situate at least two hundred (200) feet from an entrance or exit of a fire hall, public or private school, playground, public library, church, hospital, children's or old people's home, or other similar public or semi-public institution.

(2) Height. The height of a building shall not exceed one hundred and twenty-five (125) feet and shall not be more than ten (10) storeys.

(3) Front Yard. No front yard is required, but no building shall be erected or structurally altered so that any portion thereof is between the street and the building line hereinafter prescribed.

(4) Rear Yard. A rear yard is required of a minimum depth of ten (10) feet except where loading and unloading space is provided within the building. In the case of a dwelling, the rear yard requirements of a Residence District "C" shall apply.

(5) Side Yard. No side yard is required except where a commercial district abuts a Residence District, without the intervention of a street or lane, in which case it shall not be less than three (3) feet in width; provided always that in the case of a dwelling the side yard requirement for Residence District "A" shall apply.

LIGHT INDUSTRIAL DISTRICTS

12. In a Light Industrial District:

(1) Uses: All buildings and uses of buildings and land are permitted except the following:

- (1) Abattoir;
- (2) Acetylene gas manufacture or storage;
- (3) Acid Manufacture;
- (4) Ammonia, bleaching powder, or chlorine manufacture;
- (5) Arsenal;
- (6) Asphalt manufacture or refining;
- (7) Bag cleaning;
- (8) Blast furnace;
- (9) Boiler works;
- (10) Brewery;
- (11) Brick, tile, or terra-cotta manufacture;
- (12) Candle manufacture;
- (13) Celluloid manufacture;
- (14) Coke ovens;
- (15) Compressed gas works;
- (16) Crematory;
- (17) Creosote treatment or manufacture;
- (18) Disinfectants manufacture;
- (19) Distillation of bones, coal or wood;
- (20) Distillery;
- (21) Dyestuff manufacture;
- (22) Exterminator and insect poison manufacture;

- (23) Emery cloth and sandpaper manufacture;
- (24) Fat rendering;
- (25) Fertilizer manufacture or storage;
- (26) Fireworks or explosive manufacture or
storage.
- (27) Fish-smoking, curing, canning or cleaning;
- (28) Forge plant;
- (29) Gas (illumination or heating) manufacture;
- (30) Glue, size, or gelatine manufacture;
- (31) Gunpowder manufacture or storage;
- (32) Incineration or reduction of garbage, dead
animals, offal, or refuse;
- (33) Iron, steel, brass or copper foundry;
- (34) Lampblack manufacture;
- (35) Mills; planing, saw or shingle;
- (36) Oilcloth or linoleum manufacture;
- (37) Oiled or rubber goods manufacture;
- (38) Ore reduction;
- (39) Paint, oil shellac, turpentine, or varnish
manufacture;
- (40) Paper and pulp manufacture;
- (41) Petroleum products; refining or wholesale
storage or explosive derivatives thereof;
- (42) Potash works;
- (43) Pyrooxyline manufacture.
- (44) Rock crusher;
- (45) Rolling mill;

- (46) Rubber or gutta percha manufacture or treatment;
- (47) Salt works;
- (48) Sausage manufacture;
- (49) Sauerkraut manufacture;
- (50) Shoe or stove polish manufacture;
- (51) Smelters;
- (52) Soap (bar) manufacture;
- (53) Soda and compound manufacture;
- (54) Stockyards;
- (55) Stone mill or quarry;
- (56) Storage or baling of scrap paper, bottles, iron, rags, bones or junk;
- (57) Sulphuric, nitric, or hydrochloric acid manufacture;
- (58) Tallow, grease, or lard manufacture, or refining from animal fat;
- (59) Tanning, curing, or storage of raw hides or skins;
- (60) Tar distillation or manufacture;
- (61) Tar roofing or water proofing manufacture;
- (62) Tobacco (chewing) manufacture or treatment;
- (63) Vinegar manufacture;
- (64) Wool pulling or scoring;
- (65) Yeast plant;
- (66) and, in general, those uses which constitute a nuisance by reason of emission of odour, dust, smoke, gas, noise or vibration.

(3) Height. The height of a building shall not exceed seventy-five (75) feet ^{and shall not be more than} ~~or~~ six storeys.

(4) Front Yard. No front yard is required, but no building shall be erected or structurally altered so that any portion thereof is between the street and a building line established under Section 24 (1-e) of the Town Planning Act;

(5) Rear Yard. No rear yard is required except in a case where the district abuts on to a residence or local business or commercial district in which event a rear yard shall be provided to a minimum depth of ten (10) feet.

(6) Side Yard. Where a light industrial district abuts a residence district without the intervention of a street or lane, a side yard shall be provided of not less than five (5) feet in width. In case of a dwelling, the provisions respecting side yard requirements for a Residence District "C" shall apply.

(7) Open Space. In the case of a dwelling, the provisions respecting open space requirements in a Residence District "C" shall apply.

HEAVY INDUSTRIAL DISTRICTS

13. In a Heavy Industrial District:

(1) Uses. All buildings and uses of buildings and land are permitted except those contrary to law, or to a bylaw of the City, provided, however, that no dwelling or other building for human habitation shall be erected or used in any such district, except such as shall be necessary for the exclusive accommodation of caretakers or watchmen or persons similarly employed, unless sanctioned and approved by the City Council under the provisions of Section 14 (2) of this bylaw.

(2) Height. The height of a building shall not exceed one hundred (100) feet ^{and shall not be more than} ~~not~~ eight (8) storeys.

(3) Front Yard. No front yard is required, but no building shall be erected or structurally altered so that any portion thereof is between the street and a building line established under Section 24 (1-e) of the Town Planning Act.

(4) Side Yard. A side yard, if provided, shall not be less than three (3) feet in width.

(5) The provisions respecting rear yard, side yard, and open space requirements of and for Residence District "C" shall apply to dwellings.

SPECIAL CONDITIONS

14. (1) Notwithstanding anything contained herein it shall be unlawful for any person to undertake or carry on within the City without the previous consent of the City Council thereto any of the following businesses, undertakings, trades, or industries, or to use, enjoy or employ any site in or for any of the following uses unless and until the said site for such uses shall have been approved by the said Council;

(a) Playfields and playgrounds.

(b) Keeping of horses, cows, goats, pigs, sheep or fowl, or the keeping of dogs or animals for breeding or commercial purposes;

(c) Keeping of livery stables, sale or boarding stables, or stables in which horses are to be kept for hire or delivery or express purposes;

(d) Keeping of dog hospital;

(e) Keeping of live poultry for retail or wholesale trade;

(f) Manufacture or making of cement, lime, gypsum, or plaster of Paris;

(g) Keeping of abattoir, or slaughter-house;

(h) Manufacture of acids;

(i) Compressed gas works;

(j) Distillation of bones;

(k) Fat rendering;

(l) Manufacture or storage of explosives;

(m) Manufacture or storage of fertilizer.

- (n) Manufacture of gas (illumination or heating);
- (o) Reduction or dumping of garbage, refuse, offal, or dead animal remains;
- (p) Manufacture of glue, size or gelatine;
- (q) Refining or wholesale storage of petroleum products and explosive derivatives therefrom;
- (r) Smelting of tin, copper, zinc, iron, or other ores;
- (s) Manufacturing of soap; or soap-boiling works;
- (t) Keeping or operation of stockyards;
- (u) Storage or baling of scrap paper, bottles, iron, rags, bones, or junk;
- (v) Tanning, curing, or storage of raw hides or skins;
- (w) Restaurants.
- (x) Funeral directors or undertaking establishments;
- (y) Service Stations and Public Garages.
- (z) Establishments for the purpose of canning, packing, storing, cleaning, smoking, or handling fish.

(2) It shall be unlawful for any person, without the approval of the City Council, to erect, construct, alter, or reconstruct any dwelling or other building for human habitation in any heavy industrial district which is not used, or intended or necessary to be used, for the accommodation of caretakers or watchmen or persons similarly employed.

(3) (a) Private dwellings in Residence District "A" may be increased in height by not more than ten (10) feet

when side yards each of not less than fifteen (15) feet in width shall be provided. Such dwellings shall not exceed three (3) storeys in height.

(b) In districts where the limitation on the height of buildings is less than seventy-five (75) feet, it shall be lawful where such use is permitted to erect a public or semi-public building, public utility building, hospital, or school to a height not exceeding seventy-five (75) feet, provided however, that for all such buildings located in a residence district, there shall be provided a side yard on each side, other than a street or lane line, of a width of not less than twenty (20) feet, plus an additional one (1) foot of side yard for every foot which said building exceeds the height limit of the district in which the same is situate.

(c) The limitation in respect of the height of buildings shall not apply to grain elevators, sugar refineries, or scenery lofts in theatres; nor shall it apply to chimneys, towers, penthouses, monuments, cupolas, domes, spires, and necessary mechanical appurtenances incident thereto, provided the same do not exceed ten (10) percent of the area of the main building.

(d) No person shall use a basement for any purpose which use would bring such basement under the interpretation of a storey if the effect would be to cause the building in which such basement is situated to exceed the number of storeys allowed in the district in which the building is situate.

(4) (a) For the purpose of yard regulations, a two family semi-detached, or duplex (one above the other) dwelling, a four-family double duplex dwelling, or a terrace of not more than four (4) attached dwellings, shall be considered as one building occupying one site.

(b) A building on a through site shall have a front yard on each street in accordance with the front yard requirements of the district in which the site is located.

(c) Where dwellings are erected above stores, or other commercial or industrial quarters, to a depth not exceeding two (2) rooms from front to rear, no side yards are required; provided, however, that where dwellings are erected above stores, or other commercial or industrial quarters, to a greater depth than two (2) rooms, open spaces shall be provided for such additional portion equivalent to side yards in accordance with the provisions of Section 9 (2) relating to Residence District "C".

(d) No cornice shall project over the street line more than five (5) percent of the width of such street, and shall in no case project more than four (4) feet.

(e) In the case of group houses or apartments fronting upon a place, buildings may back upon the required side yard, provided that:

(aa) For group houses, the required side yard shall be increased by one (1) foot for each dwelling abutting thereon.

(bb) For apartment houses, the required

side yard shall be increased one (1) foot for each stairway opening onto or served by such side yard;

(cc) The width of the place shall not be less than thirty (30) feet nor less than three (3) times the width of the side yard as specified in this section; provided further, that open, unoccupied porches may project into a required place not more than twenty-(20) percent of the width of such place. In Residence District "C" the total width of the place shall not be less than fifty (50) feet;

(dd) Where a roadway is provided in the place of side yard, its width shall not be less than eighteen (18) feet.

(f) No wall, fence or other structure shall be erected on any site on which a front yard is required on any part thereof abutting on a street to a greater height than three (3) feet, nor higher than six (6) feet on any other part of the site lines without the consent of the City Council; and no wall, structure, hedge, shrub or other growth shall be maintained on a corner site requiring a front yard so as to cause danger to traffic by obstructing the view.

(g) On lots of less than one hundred and twenty (120) feet in depth, according to a plan of record in the Land Titles Office for the Saskatoon Land Registration District at the time of the passing of the bylaw, the rear yard need in no case exceed twenty (20) percent of the depth of such lot.

(5) Notwithstanding any regulation in this or any other bylaw, no building shall be erected, or structurally altered upon a corner site in any residence district or in any

local business district so that any portion of the building is in front of a straight line joining points on the street lines eight (8) feet from their intersection at any level between three (3) feet and ten (10) feet above the plane through the centre lines of the adjoining streets.

(6) In a Local Business or Commercial District where a building of two (2) or more storeys is erected and the first storey is used for business, the additional storeys, if not to be used in connection with that business, shall not be used for any other purpose than for offices or housekeeping units of two or more rooms.

(7) No building or part of a building shall be designed or used for human occupation unless all the rooms are equipped with windows opening into an inner or outer court, yard or open space.

EXISTING BUILDINGS:
USES AND STRUCTURAL ALTERATIONS

15. (1) Any building lawfully under construction at the time of the passing of this bylaw and lawfully completed according to and in compliance with the provisions of the building bylaw and all other bylaws of the City applicable thereto shall be deemed to be a building existing as at said date.

(2) The lawful use of land existing at the time of the passing of this bylaw, although such use may not conform to the provisions of this bylaw, may be continued; and if such non-conforming uses shall be discontinued at any time after the passing of this bylaw, then, and in such event, any further use of such land shall be in conformity, and shall comply with the provisions of this bylaw.

(3) The lawful use of a building existing at the time of the passing of this bylaw may be continued, although such use does not conform to the provisions of the bylaw, provided, however, no structural alterations except those required by any statute or by any bylaw shall be made therein.

(4) Where no structural alterations are made in a building of non-conforming use, such use may be changed to a use of a similar or higher classification, according to the provisions of this bylaw.

(5) An immediate change of tenants or occupants of any premises or building shall not be deemed to effect the use of the premises or building within the meaning of this section.

SPECIAL EXCEPTIONS

16. The City Council shall have the power by resolution to make such special exceptions to the application of this bylaw, in harmony with the general intention thereof, as may be deemed advisable. Such resolution shall not be effective until it has been submitted to and received the approval of the minister.

ENFORCEMENT

17. (a) Application for a permit shall be made to and on forms to be supplied by the City Engineer or Building Inspector. Every application shall state the proposed use of the building and (or) land and be accompanied by a plan of the site in duplicate which plan shall be in ink and shall show the site lines, the actual dimensions of the lot or lots and building or buildings, together with such other information in detail as may be necessary to comply with the provisions of this bylaw applicable thereto. When requested by either of the before-mentioned officers, an applicant for a permit shall deposit with such officer a plan of survey certified by a Saskatchewan Land Surveyor showing any or all of the above information deemed necessary by such officer.

(b) If a side site line does not coincide with the lot line, the City Engineer, or Building Inspector shall procure from the owner the execution and registration of a covenant with the City to maintain the required side yard as an appurtenance to the proposed building unless sufficient

evidence is filed that the title to the land covered by such yard cannot be conveyed to a bona-fide purchaser for value without notice.

(c) It shall be the duty of the City Engineer or Building Inspector to keep and maintain a complete record of all such applications, particulars and plans. Before any permit shall be issued for the construction of any building or for the use of any premises, the City Engineer or Building Inspector shall satisfy himself that the proposed construction or use shall not be in violation of any of the provisions of this bylaw, and if the City Engineer or Building Inspector shall ascertain that such building or use in respect of which such application for permit has been made is in violation of any of the provisions of this bylaw, the City Engineer or Building Inspector shall refuse such application for a permit, otherwise a permit shall be issued within ten (10) days of receipt of application.

(2) (a) The City Council or any of its duly authorized officers or servants shall be admitted into or upon any property within the municipality for the purposes of any inspection required in connection with the preparation of a zoning bylaw or carrying out the provisions thereof; and if admission is refused, any magistrate, upon complaint on oath by an officer of the Council made after reasonable notice in writing of intention to make the complaint has been given to the person having custody of the property, may by order under his hand require such person to admit the Council

and its officers or servants into or upon the property during such reasonable hours as he shall think fit.

(b) If no person having such custody can be found the magistrate shall, on oath made before him of that fact, by order under his hand authorize the Council and its officers or servants to enter into and upon the property for the purposes hereinbefore mentioned and during such reasonable hours as he shall see fit.

(c) Any order made by a magistrate shall continue in force until the purpose for which admittance was required shall have been fulfilled.

(3) (a) If any building or part thereof or addition thereto is erected, altered, placed or used in contravention of any of the provisions of this bylaw the Inspector may cause a notice in writing to be delivered to the owner personally or posted in a registered letter addressed to him at his office or at his last known place of residence, requiring him within a period of time mentioned therein, not being less than three (3) days from the date of delivering or posting thereof, by a statement in writing under his hand or under the hand of some person duly authorized as his agent in that behalf and served upon the Council to show sufficient cause why such building or part thereof or addition thereto should not be pulled down or removed.

(b) If at the expiration of the period of time mentioned in the notice such person shall have failed to show sufficient cause why such building or part thereof

or addition thereto should not be pulled down or removed, the Council may give such person notice that at the expiration of a further period mentioned therein, not being less than ten (10) days from the date of delivery of the notice or posting thereof by registered mail, if the building or part thereof or addition thereto has not been pulled down or removed, it will then cause the same to be pulled down or removed at the expense of such person.

(c) In the event of any person failing to do any matter or thing required under the provisions of this bylaw to be done by him, the Council may cause such matter or thing to be done at his expense and the Council may recover the expense thereof with costs by action in any court of competent jurisdiction or in like manner as municipal taxes.

18. Sections of all bylaws at present in force which are inconsistent with the provisions of this bylaw are hereby repealed.

GENERAL PENALTY

19. The bylaw should provide for a minimum penalty of five (\$5.00) dollars for a first offense and a minimum penalty of twenty-five (\$25.00) Dollars for any subsequent offense, with a maximum penalty in all cases of one hundred (\$100.00) dollars.

20. This bylaw shall come into force and take effect upon receiving the approval of the Minister of Municipal Affairs.

Read a first time this day of A. D. 19 .

Read a second time this day of A. D. 19 .

Read a third time and passed this day of

A. D. 19 .

.....
Mayor

.....
City Clerk

SEAL

February 4th, 1930.

To the Chairman and Members,
Town Planning Commission,
Saskatoon.

Dear Sirs:

In response to a suggestion from your chairman, herewith in outline our first hand observations and views of the Town Planning problems and opportunities in Saskatoon.

(1) Saskatoon as the central city in Saskatchewan and the seat of the Provincial University, is bound to grow in commerce, population, importance and wealth.

Its present population is about 45,000 and our report should, we feel, be based on the requirements of a city of at least 100,000 people. This population, taking the present density as a criterion and making due allowance for commercial and industrial expansion, will occupy an area somewhat greater than the present area of the City.

Title to the bulk of the undeveloped lands being vested in the Corporation, upon it devolves the responsibility and the opportunity of guiding that growth along sane and distinctive lines.

(2) Because of continued growth, development will, as stated in Section (1), spread beyond the present city boundary, consequently the Corporation will have to determine upon a policy as to whether or not it should continue in the real estate business, by the gradual acquirement of the farm lands on its boundaries.

Under the Saskatchewan Town Planning Act, the Corporation has control of the street layout for two miles beyond the City boundary and whether the Corporation gradually acquires these lands or not - it is essential, in any event that urban development be guided only into those areas which topographically fit into the general structure of the City. Into these areas the street system should be so laid out, that the public utilities can be extended to serve them at a minimum of cost and that traffic from them to the other sections of the City and the trunk outlets will naturally gravitate to the wider streets and to the bridges and grade separated crossings across the River and Railroad barriers.

(3) The barriers created by the river and the railroads have divided the City into three main divisions, viz: Nutana, Central and West Side. With continued growth and keeping in mind the necessity for a balanced development it is essential that additional means of communication be determined now and provided as conditions demand and the public purse will warrant. We refer more particularly to river bridges and grade separated streets across the railroad rights-of-way.

(4) Already manufacturing and commercial enterprise so essential to the well being of the City is being hampered in its plans for expansion.

Retail shopping centres are springing up at points ill-suited for such.

Apartments are invading indiscriminately private family residential areas, to the disadvantage of both.

For the above there must be developed a reasonable measure of control.

(5) Consideration should now be given to the allotment of sites for future schools and recreational areas.

(6) The river, the banks of which, thanks to the foresight of those past and present, are largely in the Corporation's hands, is the City's most priceless asset. Up to the present we feel that the Corporation has failed in the location of its public buildings to take full advantage of same.

Respectfully submitted,

WILSON, BUNNELL & BORGSTROM, LIMITED.

AEKB:ES

Per. (sgd) A. E. K. Bunnell.

EXCERPT FROM THE MINUTES OF THE MEETING OF THE TOWN
PLANNING BOARD HELD ON FEBRUARY 11th, 1929.

R E P O R T S

Subdivision of Lands Committee

Mr. Phillips, Chairman of the Subdivision of Lands Committee submitted the following report,-

"The Town Planning Board - Report of the Committee on Sub-division of Lands,-

The Committee on the Subdivision of Lands is charged with the general study of desirable methods and restrictions in connection with the subdivision of lands. Some members of the Legal Committee suggested a joint meeting of the two committees to discuss the terms of a proposed bylaw respecting the subdivision of lands within the City and which could be placed before the Board as the joint work of the two committees, the Legal Committee to be responsible for the legal aspects of such a proposed bylaw including the procedure to obtain the necessary approvals and the Committee on the subdivision of land to be responsible for the details regarding the restrictions and requirements in regard to the actual subdivision.

This report therefore deals with the proposed general provisions relative to the subdivision of land.

The following suggestions are not at the present time intended to be complete but are offered for discussion, a more intensive study of same being required in conjunction with the reports of the other Committees.

General Provisions relative to
the Subdivision of Land.

1. Suitability of land for subdivision. - All land to be subdivided shall be eminently suitable for the purpose for which it is intended.

2. Access. Every subdivision shall have access provided there-
to by a street dedicated to the Crown in the right and to the use of the Province of Saskatchewan before or simultaneously with the transfer or registration of the subdivision, except that this requirement shall not apply to land intended for use as a railway station ground or right-of-way or right-of-way for a ditch, irrigation canal, pipe or power transmission line, or a reservoir, or to land conveyed or to be conveyed to the owner of adjoining land to which access has been provided by a road allowance, registered street or surveyed road.

3. Public Reserves.

(1) Every development plan shall make provision for the dedication to the Crown in the right and to the use of the Province of Saskatchewan for public purposes, other than streets and lanes, of at least five per cent of the land therein contained. The land so provided shall be designated "Public

Reserve," "R", "R1" as the case may be, and the area thereof in acres shall be shown.

(2) The following land shall not be subject to the requirements of this section, namely:

(a) Land to be subdivided into units of ten acres or over in area;

(b) Any unit of land intended for use as a railway station ground or right-of-way, or a right-of-way for a ditch, irrigation canal, pipe or power transmission line, or a reservoir;

(c) Any area of land to be resubdivided for the purpose of correcting or rearranging boundaries or reducing the number and increasing the size of the units or previously included in an area subject to the requirements of this clause;

(d) Any area of land not in excess of five acres and not being part of a larger area owned by the same person.

The Town Planning Act requires the dedication of five per cent of subdivided areas for public purposes, with certain exceptions as above noted. Further, with the registration of the plan of survey the title to the public reserve becomes vested in the Crown in the right of the Province and thereafter it is under the control of the Minister of Highways, who will lease it on a long term basis for public purposes.

4. Streets.

(1) Classification and widths- Main thoroughfares and principal streets shall be from sixty-six to one hundred feet in width, depending on the prospective traffic requirements; secondary streets shall be not less than fifty feet in width and when likely to be produced to a length greater than 1,500 feet, not less than sixty-six feet; minor and cross streets, not exceeding 700 feet in length, may be forty feet in width.

(2) General location - All streets shall be located with due regard to topography and general traffic requirements. Main thoroughfares shall be given primary consideration, short jogs therein avoided and when adjoining a railway right-of-way, be deflected at any change in the width thereof by an angle not exceeding thirty degrees.

(3) On Water frontages - Where lots, for residential purposes, are to be located along the river, a street shall be provided along the bank thereof.

Note: The Committee invites discussion of this clause leading to the adoption of a general policy of dealing with lands adjoining the South Saskatchewan River.

(4) Along property boundaries - Where a street is to be located along a property boundary one half of the width thereof not being less than 33 feet, may be laid out along the property boundary.

(5) Productions. In general the production of a street shall be not less in width than the existing street, but the anticipated traffic requirements shall be the determining factor.

(6) Streets to be Continuous - The street arrangement shall provide for the continuation without jog of the main thoroughfares and principal streets in any adjoining subdivision.

(7) Gradients -

(a) The maximum gradient for main streets shall be five per cent and for secondary and minor streets seven per cent.

(b) All streets shall be so laid out that they may be constructed without a cut or fill exceeding five feet except that crossings over railways shall not be subject to this requirement.

(8) Railway Crossings - Where a proposed street crosses a railway right-of-way or station grounds the owner of the subdivision shall obtain an order of approval of the Board of Railway Commissioners before registration thereof.

(9) Dedication - All land reserved for streets or lanes when adjoining land to be transferred or registered shall be properly dedicated to the Crown.

(10) Naming - Every street shall be named or numbered, and consideration shall be given to any previously adopted system of naming or numbering.

5. Reserve strips not allowed

Reserve strips precluding access to streets shall not be shown on any plan.

6. LANES

(1) Lanes, not less than twenty feet in width, shall be laid out to provide access to the rear of every lot.

(2) The ends of every land shall connect with a street except that where a turning space thirty feet square or in diameter is provided one end may be closed.

7. Blocks -

(1) Length of Blocks - Blocks in commercial areas shall not exceed 500 feet in length; blocks in residential areas shall not exceed 800 feet in length.

(2) Orientation and Shape of Blocks - The long axes of blocks shall have a bearing between 45 degrees west of north and 45 degrees east of north; blocks in commercial areas shall be rectangular in shape.

(3) Acute Angled Block Corners - All block corners which are street corners and which enclose an angle of less than 75 degrees shall be cut off by an arc or chord of a circle to which both street lines are tangent and of which the chord length is not less than 25 feet.

(4) Large Allotments - Where land, adjoining or adjacent to property already subdivided into lots, is to be subdivided into acreage parcels, the boundaries thereof, other than existing boundaries, shall be placed along the centre lines of the normal positions of streets and lanes.

8. Lots -

(1) Width, depth and area.

(a) All lots intended for residential purposes shall have a minimum mean width of 40 feet, a minimum mean depth of 100 feet and a minimum area of 4,000 square feet.

(b) All lots intended for business purposes shall have a minimum mean width of 25 feet, a minimum mean depth of 100 feet and a minimum area of 2,500 square feet. A limited number only of these lots will be permitted.

(2) Side Lines - The side lines of all lots shall be at right angles or radial to the street lines.

9. Regulations not to apply - The provisions herein contained shall not apply to the following cases:

- (1) Minor subdivisions of lots without change of frontage;
- (2) Any allotment which has been built upon prior to the coming into force of these regulations;
- (3) Land intended for use as a railway right-of-way or station ground, or a right-of-way for a ditch, irrigation canal, pipe or power transmission line, or a reservoir.

We have here a map of the City of Saskatoon upon which is shown a red line outside of which the Real Estate Committee of the Council are not selling any of the City tax owned property.

Inside this line there are some 225 acres, approximately, which have not yet been subdivided into building lots. Outside this line and within the City limits there are some 500 acres approximately that have not yet been subdivided into building lots. In addition to this there are some 35 acres that have been subdivided and which have been turned back into acreage by cancelling the subdivision. This gives with the City limits, a grand total of around 750 acres approximately which is not yet subdivided and which when it comes to be subdivided will come under the provisions of the Town Planning Act.

Outside the red line and within the City limits there are some 3200 acres that have been already subdivided and outside the City limits but adjoining the same within the limits of the Rural Municipality of Cory some 13000 (thirteen thousand) acres not including Sutherland, which were subdivided during the boom days, 1911-1913, a considerable portion of this has however been cancelled and has been turned back into farm lands. Most, and in fact nearly all of this land was subdivided on the old checker board style of subdivision with little or no attention paid to topography of same or to the principles of Town Planning as we know them today.

The City therefore under the Town Planning Act has direct control of some 4000 acres within the City limits and indirect control of the adjoining lands in Cory Municipality.

In the area within the City limits a large proportion of the lots are already owned by the City and it is recommended that none of these lots (those outside the red line on the map herewith) be disposed of by the City and that whenever building permits are applied for in this area that an endeavour be made to exchange the lots for lots closer in and within the limits of the red line. It should be made clear to intending builders that the possibility of this area being served by the City's utilities within the near future is very remote and in order to forestall the commencement of builder's operations, it should be made prohibitory to commence building operations without having first obtained a permit. Not only this, but the City might go further and offer to exchange properties with any person already in occupation of lots outside the red line for lots within the same.

Every effort should be made to get control of all the lands that are subdivided outside the red line as shown on the map and they should be held intact until they are actually required for building purposes. In case of large industries requiring sites they could be provided in this outside area as seemed advisable in case other lands within the line were not suitable for the purpose required.

Before re-opening these lands for sale as building lots they should, unless the layout is already suitable and in accord with the best principles of Town Planning, be re-subdivided in a manner best suited to the purpose for which they are likely to be required.

This would contribute, along with other ways that might be suggested, to the building up of those portions of the City which are already being developed and which are to some extent at least already served by the utilities of the City or which can be served by such within a reasonable time.

Moved by Mr. Phillips,
Seconded by Mr. Leslie,

That before issuing a building permit for the erection

of a building outside of the City's selling area and the quarter section known as South Park, the intending builder be approached with a view of his exchanging the property for City owned land within the selling area to avoid building in the outskirts of the City.

Carried.

Moved by Mr. Phillips,
Seconded by Mr. Leslie,

That the Council be asked to endeavour to arrange with owners of property outside of the selling area to exchange their properties for others owned by the City within the selling area and the south park subdivision.

Carried.

Moved by Mr. Martin,
Seconded by Mr. Weir,

That the Secretary be instructed to write the Director of Town Planning suggesting that Section 10 of the Town Planning Act be amended to provide that where property is subdivided into units of 10 acres or over in area, the owner shall at the time show in the plans of the proposed subdivision where the public reserve of 5% is situated, this provision to apply within the City and within the regional scheme of the City.

Carried.

Moved by Mr. Phillips,
Seconded by Alderman Eddy,

That the Secretary be instructed to write the Director of Town Planning for his views as to how provision can be made for the Saskatchewan River bank property being vested in the City at the time subdivisions are being approved of in cases where the subdivision is located along the river banks.

Carried.

Moved by Mr. Phillips,
Seconded by Alderman McKenzie,

That the report of the Subdivision of Lands Committee as amended be adopted for the purpose of legal drafting.

Carried.

PRELIMINARY REPORT OF RECREATIONAL SURVEY.

This committee begs to report as follows:

The obligation of this City to its Citizens does not end with the provision of Utilities, Streets, Police, or Fire Protection. The necessity for Public Recreation is very evident. When good Public Reareation is not provided, in Cities, direct encouragement is given to the development of forms of amusements not altogether desirable or beneficial.

There are three general types of recreation.

1. PUBLIC RECREATION; maintained by Public taxation for the purpose of promoting health and character.

2. PRIVATE RECREATION: supported by private subscriptions such as, the Country Club, Golf Links, etc.

3. COMMERCIAL RECREATION: These are owned and operated for profit. Commercial Recreation is wholly for giving the people what they are willing to pay for. It may be elevating or otherwise.

This survey deals only with PUBLIC RECREATION.

With the growth of the City the need for a system of Parks to serve different portions and connected by Driveways and Boulevards, is self-evident. With the increasing popularity of outdoor recreation we should have Parks and play spaces devoted exclusively to recreation purposes. The forethought and planning which are responsible for these recreation spaces will prevent the future generation from too great congestion, in some sections at least.

It is in the downtown districts and in the crowded neighborhoods that Parks and play spaces are limited, and it is in precisely these areas that land values are so great that it is difficult to create any Parks. In this report we will classify Parks as follows:

1. RESERVATION PARKS: such as the ground around Beaver Creek, a great portion of which is owned by the City and which is densely covered with forest and which has high banks, allowing the Creek to be dammed. Such a place to be used for picnic parties and others spending several hours at a time in the open; the Island a few miles up the River is another such location.

2. THE LARGE PARK or COUNTRY PARK: in close proximity to the City and designed to give the freedom as found in unspoiled Country and which can be used by most of the City people and yet not be crowded, or destroyed by them. The area of a Park of this nature should be up to 60 acres in extent. In some cities such Parks have been obtained by gifts but in any event they should be

considered when laying out suburbs or additions to the City.

3. SMALL PARKS, IN-TOWN PARKS, or NEIGHBORHOOD PARKS:

These parks are more accessible but less extensive. Not so much Rural but depending more upon the layout or design, having shrubbery and flowers, providing some amusement which can be enjoyed by the crowds. These neighborhood Parks are becoming increasingly popular as they provide service to the residents. Only too often these Parks are left to chance having been omitted from the original plan of subdivision. Neighborhood Parks should have an area of at least 25 acres.

4. PLAY GROUNDS: Used for the active play of adults and young people, like baseball, football, tennis, and other athletic games under supervision. Play Grounds should be placed about one mile apart, depending somewhat upon the density of the population.

5. SCHOOL GROUNDS: Containing apparatus, such as parallel bars, swings, etc., and a supervisor. These grounds should be placed about one half mile apart. When any school grounds are to be obtained it would be good policy to provide sufficient area for playing purposes, of not less than 2 acres. At the present time a good many children must seek out vacant lots for their play grounds and not finding these they play in the streets.

6. SPECIAL FACILITY GROUNDS: Depending upon local opportunities such as skating rinks, and swimming pools.

7. AERIAL GROUNDS: A large landing and starting field should be obtained for aerial purposes. As in the future, no doubt, there will be a considerable amount of aerial traffic for pleasure, especially as the danger becomes less. The requirements of a large starting and landing field can only be economically met at some point at a considerable distance out from the Centre of the City. It might well be adjacent to a Park or at least linked to other pleasures by being situated on one of the main Boulevard Drives.

RIVER FRONT IMPROVEMENTS:

There are no Cities in Saskatchewan that have the River front opportunities that Saskatoon has. It is veritably the front yard of our City but which has been shamefully neglected. The bank on both sides is ideal for Park purposes and could be made beautiful by preserving the natural wood strips which might otherwise be destroyed. A twenty foot Driveway should be located as near to the water edge as possible. The River is not navigatable, therefore, there is no reason to locate industries along the Bank. Unfortunately the Canadian National Railways have been allowed to build their right-of-way along the North bank from Victoria Park to First Avenue.

PARK AREAS:

Small playgrounds should avoid main traffic streets.

Automobiles should not carry heavy traffic through the Parks, but rather up to them or by them. Boulevard Drives should provide access to people who wish to enter the Parks. Railways as a whole are the enemies and not the friend of Parks. Local Parks should, therefore, be located and designed so as to get as much good and as little harm as possible from the Railroads. The only advantage of a Park in close proximity to a Railroad is that it possibly presents a little more favourable impression to incoming settlers arriving by train. Extensive Play Grounds and Green Parks can not exist on the same space and at the same time. If it is necessary to place a play ground in a Park the Play Ground should be separated as completely as possible from the Park by planting trees and hedges between the two. Landscape Parks are properly rest places not helped by noisy games. Supervised Play Grounds should be accepted in our stage of living as necessary as Public Schools and their size and distribution should be situated in close connection with the size of the schools. In a growing City the location of the Schools changes from generation to generation; areas which were once residential become commercial or industrial, new subdivisions are opened for new homes, and in these there should be reserved proper space for School Grounds and Play Grounds. About 10% of the total area should be set aside for this purpose. It will at once appear that 10% of a single block is less useful than 10% of a large tract and consequently the neighborhood must be developed as a unit if it is to offer the facilities which our City should have. This same 10% might be considered as a gauge for Park space over the whole City.

BUILDING ON PUBLIC PARKS:

If the Parks are well selected and even should they fall short of the best arrangements in size and location, they should be maintained as Parks and not as sites for Public Buildings. In other words the Civic Centre, where our City Hall is now located, should not have a Public Building in the mistaken idea that an economy is thus effected. Such encroachments on Park areas is a wrong principle and likely to prove exceedingly expensive. Community and Public Buildings would have more effective setting facing on the Civic Centre rather than encroaching on the Centre itself. Some exceptions might be made if the Civic area was large enough and of ample setting for a Public Building. As a matter of fact the Civic Centre itself would be supplemented by the grounds around the various Public Buildings facing on the Civic Centre.

PARK USES:

During the last few years we have discovered a great many new uses for Parks. Today the modern Park system provides Golf Links, Tennis Courts, Baseball Diamonds, Football Squares, Picnic Grounds, and other facilities for outdoor enjoyment. In the larger Cities some Parks have Club Houses, Libraries, Bathing facilities and other modern conveniences. In this connection we are recommending a section of land in the South

Easterly portion of the City, as shown on the accompanying plan, to be laid out as a first class residential district, accompanied by Golf Links, Parks, and all Play Ground facilities as mentioned above. The grounds on University Heights might also be so utilized.

FINANCING PARKS:

The development of Parks should be paid for by the entire City. If areas are secured ahead of settlement a part of the price should be charged to posterity by providing for the purchase price of the sale of bonds. In some cases it would be advisable to charge part of the reservation against the neighboring properties on the assumption that residence lots benefited by such Parks. Country Parks, and Play Grounds, however, should come under the charge of the entire City. There is only one way in which an adequate Park System can be built up and that is through planning ahead. The Park system is not built in a day or a year it should be planned years ahead and even then it will be necessary to make changes, however, there should be some flexibility and alternative. Park locations would be a factor in making an easier purchase. Because of the magnitude of the task the start on a comprehensive system of Parks is a little difficult. There is, however, sound economy in starting early and every effort should be made to show some progress, each year. Up to the present time our Parks Board has never had sufficient funds to more than maintain the few Parks we already have but despite limited funds and inadequate support they have proven their worth which is a strong argument for the establishment of similar areas.

BOULEVARD SYSTEM:

The proposed Boulevard System is composed of an inner and outer Drive and which will connect with some of the larger Parks and also will be accessible to the business district. The loops are as shown on the plans. A Drive is also located on both banks of the River and the outer Drive embraces the district both to East and West of the City. The inner Drive is restricted mainly to the present City Streets, which with proper planting and treatment, will serve for a Boulevard and pleasure Drive. The outer Boulevard Drive if at all possible should be from 120 feet to 150 feet wide and the inner Drive should have a minimum width of 80 feet. In designing the Boulevard consideration was given to connecting a thoroughfare system between Parks and other interesting features. Boulevard systems are very often looked upon as an extravagance, giving no real benefit other than that afforded by pleasure in driving over them. This is a wrong conception. Boulevards have actually been found to greatly benefit residential properties and stabilize those already developed. They also greatly relieve traffic movements throughout the City. The Memorial Drive entering the Exhibition Grounds is unfortunately too narrow. This driveway should be doubled in width both for scenic purposes and also to carry the heavy traffic in the future, when the Exhibition is being held and other similar functions. The same thing may be said of the

Memorial Driveway to the Cemetery Grounds. The Hudson Bay Slough to the North of the City is also connected by the outer Boulevard and if the City does not own this slough some steps should be taken to acquire title. At this location a reservoir could be created and trees planted, making this a natural Neighborhood Park. The aerial grounds could also be suitably located directly North of the Hudson Bay Lands. The above possibilities should be regarded, for Park areas and Boulevards, as the minimum requirements for the future City. The dedication of twice the area shown would be desirable. At the present time the total area within the City including the River Banks amounts to approximately 8480 acres. The total park area, which includes the Exhibition Grounds, the City Golf Links, fifteen other smaller Parks in the City, the Island up the River, and recently purchased Park lands, amounts to 575 acres. This does not include the 60 acres of land owned at Beaver Creek. The percentage of Parks, therefore, amounts to less than 7%, and we recommend that this should be increased to 10%.

Respectfully submitted,

(sgd) J. E. Underwood.

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